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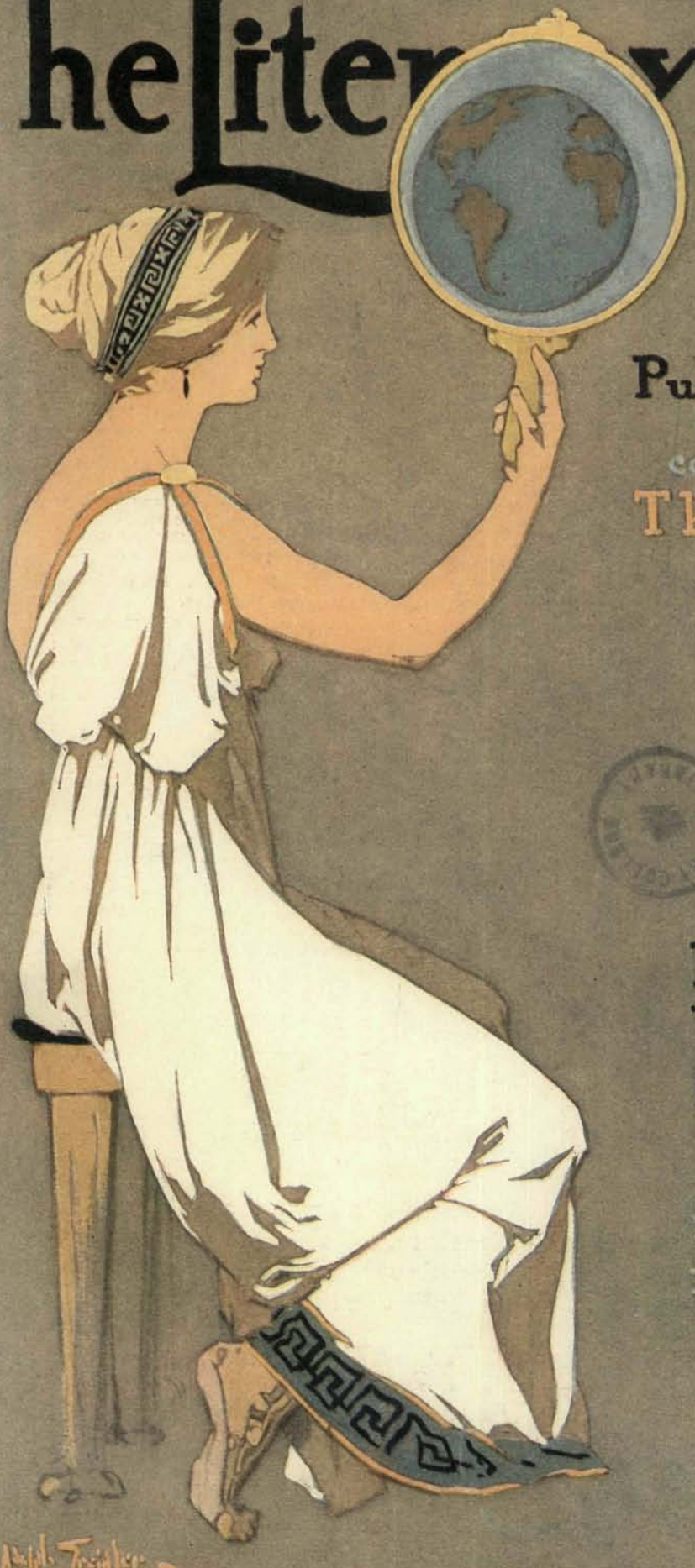

Public Opinion
(New York)
combined with
The Literary
Digest

JHGeorge Jan 12
1136 Benton Av

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Publishers
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and
London

Vol. 43, No. 16. Whole No. 1121

OCTOBER 14, 1911

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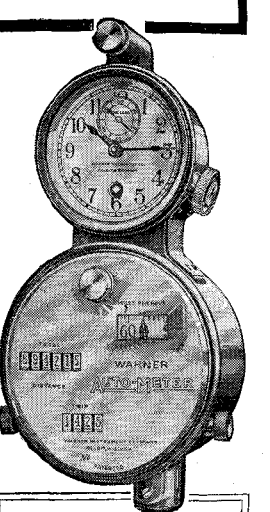

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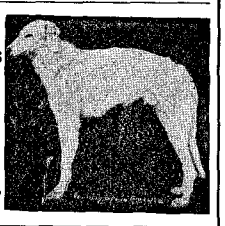

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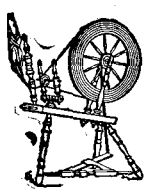

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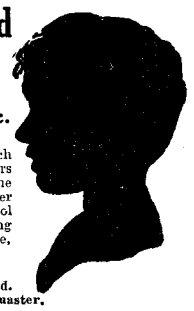

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Why not choose a car with such an equipment? Next year all first-rate cars will have self-starters. As usual we are again a year ahead of others. Think of the satisfaction *you* will have now with this feature of the HUDSON "33." You will confidently seat yourself at the wheel and in response to a simple operation, the motor *will* start. It will attract the admiration and envy of every automobile owner whose car must be started, in the old way, by cranking.

The *last* objection women have to driving a gasoline car is *thus* removed.

Demountable Rims Also Necessary

About the hardest, most disagreeable work about an automobile, and it usually comes in the most inconvenient places, is changing tires. Not so when you have Demountable rims. The extra inflated tire can be substituted in a few minutes for a flat tire. There is *no* labor—nothing is difficult. There is no delay.

No other type of tire rim *will be* acceptable on any dependable car in the future. Why accept a car that hasn't this equipment *now*? It makes your automobiling so *much more* satisfactory. It will make your car so much more salable if ever you wish to dispose of it.

Still Greater Reasons For Its Being a HUDSON

But there are still *other* reasons more vital why you should prefer a HUDSON "33."

The item of simplicity is important. There are 900 fewer parts than are used on the average automobile. Compare the chassis with the chassis of *other* cars. Note the *absolute* accessibility of the HUDSON "33." See how clean and free it is from rods, springs and intricate connections.

Unless you are a judge of automobile values you may not fully understand that accessibility *means* low cost of up-keep. If vital parts are placed out of easy access by the intricacies of design and construction, it means just that much *extra* trouble in making adjustments and repairs.

No car is *quieter* in operation. That comes from *perfect* design. It *remains* quiet through months of service. That is due to *good* workmanship. There is all the power you need for the hills that any automobile will make—all the flexibility required for any traffic condition and a smooth, *vibrationless* operation similar to that experienced in most automobiles, only when they are coasting down hill. You can appreciate these conditions *only* by test. You must ride in cars of *different* makes and in the HUDSON "33" to understand what *this* means.

Costs Us $152 More Costs You Less

Instead of reducing manufacturing costs, we have *added* $152 for better materials and finer workmanship.

Yet the 1912 car sells for *less* than did the '11 of similar model and equipment.

Thousands paid $1500 for the 1911 HUDSON with fore-doors, top, magneto and Prest-O-Lite tank. Almost as many more had their cars equipped with 34 x 4-inch tires, with demountable rims and glass windshield. This brought the price up to $1630.

The character of the equipment is much superior to and more luxurious than that used last year. Lamps cost us a great deal more. Leather for upholstering this year costs $14.11 more per car. One set of bearings amounts to $7.35 more than did the bearings used for the same purpose last year. It takes three days longer to paint the bodies. Labor charges per car exceed last year by $35.65. We built the best car we could *then* at the price. But *we* have progressed. Our men have greater skill. Many new refinements have been developed. They all make for a *better* car—for *longer* service—for *completeness*. They cost *us* more, but with all included, the car to *you* is less than was the 1911 model with fore-door and similar equipment.

Don't you think it *wiser* to buy a car in which quality advancement has been made rather than to choose an automobile that has not been increased in value? Think also of the *disadvantage* of owning a car designed after the practices of three years ago. Engineers have advanced far. The ideals of *that* day are practically obsolete now. The HUDSON "33" is the *one* advanced car of the past three years.

Other Great Engineers Also Helped

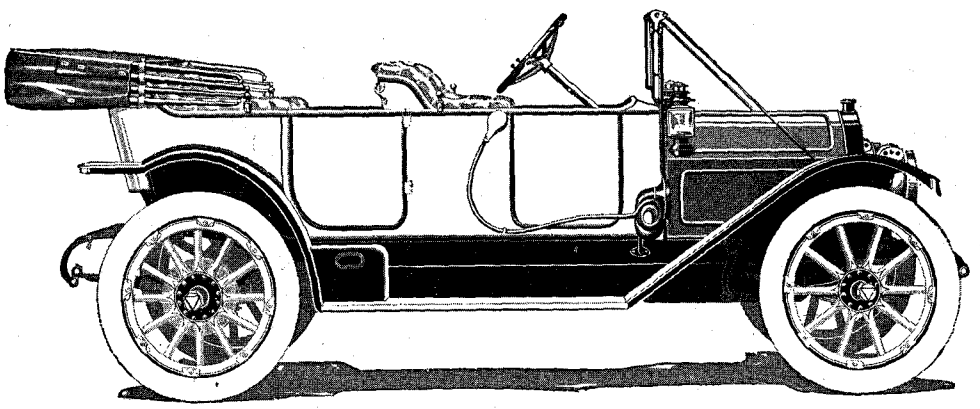
The 1912 HUDSON "33" is the product of Mr. Coffin, *plus* the assistance of the staff of most experienced and largest number of engineers employed by any one manufacturer. Each, a *specialist*—has had experience that the others have not had. Each knows something the others do not know. These men spent months with the 1911 car. Then Mr. Coffin received their criticisms and recommendations. All was *weighed* against the combined experience and ingenuity of all members of the staff.

Can you imagine a *more* complete development? Nothing basic was changed. But still the '12 *is* different. It is the *finished* product of many men—the ablest we could get.

Don't you think it better to see the HUDSON "33" NOW?

See the Triangle on the Radiator

HUDSON MOTOR CAR COMPANY, Detroit, Mich.
7174 Jefferson Avenue



"33" Touring Car with Self-Starter, Demountable Rims and Big Tires, $1600

Models are Touring Car, Torpedo, Roadster, and Mile-a-Minute Roadster. Price for all models is the same as above. Regular equipment includes Disco Self-Starter, five Demountable Rims, four 34 x 4-inch tires, tire irons, magneto, glass windshield, mohair top, complete lamp equipment, Prest-O-Lite tank, tools and tool box, tire repair outfit, etc.

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THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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TOPICS OF THE DAY

JUDGING THE SEIZURE OF TRIPOLI

A REMARKABLE shift of opinion seems to mark the comment of the American press on the war over Tripoli. When Italy startled the world by her sudden attack on Turkey, our papers raised their voices in a chorus in which condemnation seemed, for a time, to drown all other notes. Her peremptory demand for the surrender of Tripoli suggested to the editorial imagination nothing so much as the methods of the highwayman, and on every side it was asserted that her action had lost her the moral support of the best public opinion of the civilized world. And this affront to "the international conscience," explained the Springfield *Republican*, was perpetrated "by a great civilized Power, a signatory to all the peace and arbitration treaties that have been signed at The Hague so piously in the past dozen years!" The first exclamations of indignation against Italy's high-handed procedure, however, soon gave place to reflections that, after all, she was only seizing an opportunity to satisfy her land-hunger, as the other Powers had done in the past; and mingled with these cynical comments whole-hearted defenses of her course began to be heard. While venturing to hope that "international politics will, some day, be freed from cynicism and hypocrisy as well as from the elements of burglary and brigandage," the Chicago *Record-Herald* admits that "that day has not yet come." "The blackness of the Italian kettle is reduced to a dirty gray by its resemblance to the censuring pots of other nationalities," remarks the New York *Times*, which goes on to say:

ADMIRAL AUBREY,
The man who took Tripoli.

"We knew that the 'swiping' of Tripoli by Italy would create a painful impression in England and Germany, but we had not looked for quite so profound a shock to the moral sentiments of those two nations. A considerable part of the English press denounces in unmeasured terms the Italian procedure. *The Standard* says that Italy appears to have the same conception of ethics and international rights as the Barbary corsairs, whom we had occasion to trounce a hundred years ago. The German press say that the invasion of Tripoli is an act of brigandage, and Italy is accused of 'brutal violence and political hypocrisy.' Some of the French newspapers, also, give evidence of moral shiverings.

"If war were not a very serious, a very dreadful and shocking business, these outbursts would provoke laughter. Measured by the standards of Bismarck, Italy's present doings are altogether correct and regular. Under Bismarck's direction Prussia laid hold of the Sleswick-Holstein territory, elbowed Austria out of the German Confederation, and brought on the war with France which consolidated the German Empire, by a series of cold-blooded acts and policies that would be voted immoral and odious by any self-respecting pirate crew assembled in forecastle council. Germany fixt her own price for her two massacred missionaries in China. The valuable Kiao-Chau territory being in her judgment about the right price, she laid hold of it.

"With the extinction of the Boer nationality in South Africa and the appropriation of Egypt fresh in her memory, England is hardly in a position to say harsh things of Italy for grabbing the worthless Tripoli territory. France, edging her way toward the complete political control of Morocco and buying off the German interlopers with a large slice of Kongo territory held by questionable titles, is in the same box with the rest. So are we, for that matter, for we 'took the Canal zone.' But, as a nation, we are ashamed of that act of perfidy, and it can not be doubted that in time—we hope it will be soon—we shall make just reparation to Colombia. Denunciation of these forays upon neighbors' territory might be expected from deacons and elders of the Church, but the nations that have the right to cast the first or the second stone are few, indeed."

"The Powers have set about the partition of Africa," remarks the Baltimore *Sun*, "and Italy is only a little hasty in grasping her share." Other editors, having taken down their reference books, are noting that Turkey came into possession of the 400,000 square miles of North African territory which constitutes Tripoli by a process not unlike that by which she now seems destined to lose it. In 1553 Turkish corsairs captured Tripoli from the Knights of St. John. One hundred and sixty years later the country achieved its independence, but in 1835 the Turks took advantage of a civil war to annex it again. In

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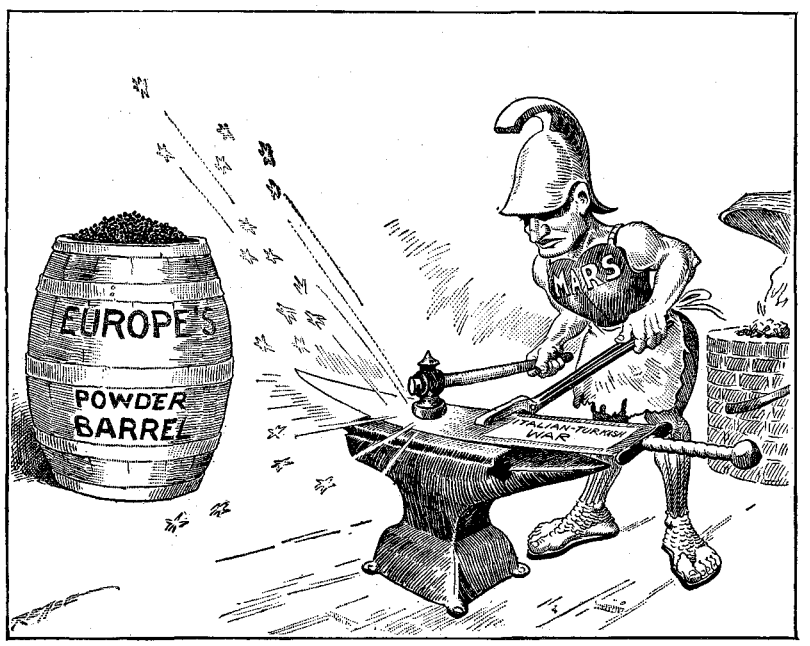

FOOLING WITH FIRE.
—Rehse in the New York *Evening Mail.*

ITALY TO TURKEY.—"Give me that boy quick or I'll blow you up!"
—Robinson, in the New York *Tribune.*

MORE "UPLIFT" MOVEMENTS IN PROSPECT.

answer, apparently, to our newspaper charges that Italy's action was unprovoked, the Italian Minister of Foreign Affairs cabled to his consul-general in New York an 1,800-word statement setting forth Italy's grievances against Turkey. In this he recites in detail numerous instances of Turkish injustice, cruelty, and barbarity toward Italian subjects; tells of "justice eternally delayed and complaints eternally involved"; gives a startling list of piratical acts by Turkish warships against Italian merchant vessels; and indicts the Sultan's administration as "a Government either without authority or lacking in ability to impose obedience on its dependents—a Government which has failed to keep toward Italy its international duties." Thus the present war "is only the epilog of a long series of vexations and abuses, even more real than apparent, against Italy and Italians by the authorities of the Ottoman Empire." This statement convinces the Philadelphia *Inquirer* that Italy's declaration of war "is not the gratuitous act of unwarranted aggression it had been supposed"; and *The Record* of the same city remarks:

"Italy has a formidable list of grievances against Turkey, and some of the most outrageous cases are of many years' standing. They have not obtained world-wide notoriety; but many events of great importance and of peculiar interest to the nation immediately affected do not become known in other countries. Probably the causes of our intervention in Cuba were as obscure even to intelligent Italians as the reasons for the present exploit of Italy are to us. The Italian Minister of Foreign Affairs has drawn up and published an indictment of the Turkish Government. The counts are many, and among them are complaints of piracy in the Red Sea, of which Italian vessels were the victims; the captors in some cases having been Turkish warships and in all cases persons abetted by Turkish officials. . . . . .

"We imagine that if American enterprises in Mexico had been imperiled to like extent, and if we had one-tenth the number of outrages and indignities to complain of, the recent 'maneuvers' on the Rio Grande would have extended across the river. Civilized Powers, to be sure, ought not to seek to obtain redress by force. Two wrongs do not make a right, and retaliation and justice are not equivalents. Resorts to law, however, are adapted only to the exigencies of, and the relations between, law-abiding citizens and law-abiding nations. Individual outlaws and nations which stoop to outlawry put themselves outside the pale; who demands equity must himself do equity. A Government which persists in violating all considerations of decency, which treats the awards of international tribunals with contempt and the admonitions of international congresses with fraud and evasion, has no right to appeal to comity, and must expect to be met with force, the only argument to which it will submit."

In the minds of the vast majority of people, thinks the Philadelphia *Public Ledger*, "the despoliation of the Ottoman Empire, by whomsoever committed, would be an act of humanity, the mere correction of a historic anachronism." "It is a debt to civilization, in a large sense, which Italy pays by declaring war on Turkey," says the Providence *Journal*. But nowhere as yet have we found such enthusiastic approval of Italy's action as in the editorial columns of Mr. Hearst's papers. "Modern Italy," declares the New York *American*, "carries the cause and the hope of Christian Europe against the Unspeakable Turk—at last at bay."

Returning to the criticisms of Italy's course we find the Interparliamentary Union, in session in Paris, adopting a resolution of "strong regret" that "so small regard has been shown for the guiding principles of peace and justice of the Hague conferences, and that the recent declaration of war by Italy has been so precipitate that even opportunity for an understanding has been rendered impossible or intervention according to Articles 3 to 48 of the Hague Convention of October 18, 1907." And a Paris dispatch to the New York *Times* quotes Edwin D. Mead, Secretary of the World Peace Foundation, as characterizing Italy's action as "the grossest reversal to barbarism and piracy, in utter disregard of the fact that Italy herself is a party to the Hague conventions, which prescribe a peaceful and legal solution of vastly more serious critical issues than any which confronted Italy." According to this dispatch he goes on to say:

"If the parties to the Hague convention are silent while thus insulted and ignored, then those conventions are a farce. If the peace party in Italy itself and in the world is dumb at such a juncture, then it might as well not exist. If governments are compromised, pusillanimous, and incompetent, then the people must speak out.

"Every peace and arbitration society in every nation of the world should instantly organize public meetings in solemn protest against this last and worst exhibition of bullying and greed in the international field, and appeal to their respective governments to demonstrate that the Hague conventions are vital realities.

"If peace societies do not do this, then they are insolvent and useless."

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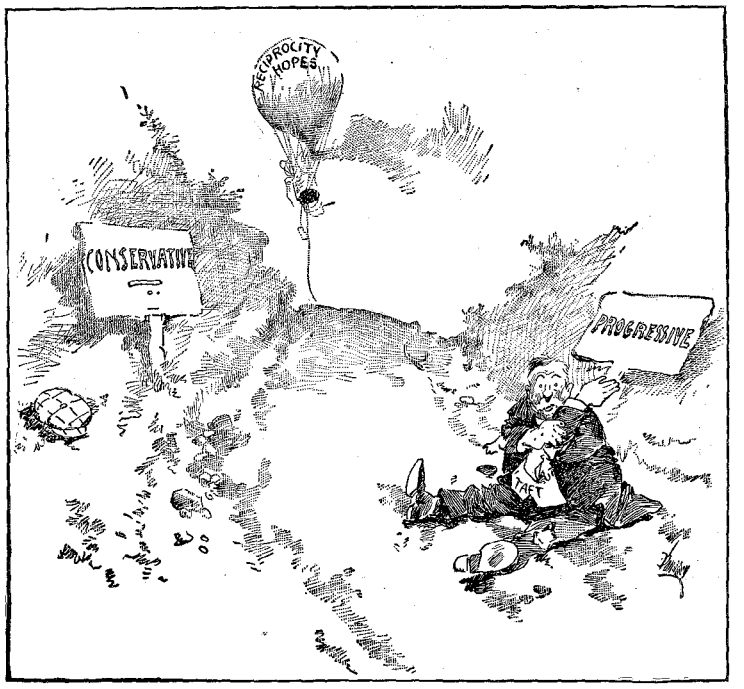
WHEN THE MIDDLE OF THE ROAD IS A CHASM.
—Heaton in the Chicago *Inter Ocean.*



"IN THE MIDDLE OF THE ROAD!"
—Donahey in the Cleveland *Plain Dealer.*

"THERE'S MANY A SLIP"——

STRIKING FOR A LABOR TRUST

THAT THE STRIKE on the Harriman lines is an effort to confront a railroad combination with a labor "trust" is not apparently denied by the men or their leaders, and while most of the daily press condemn the strike on this ground, just as they condemn Standard Oil or the Sugar Trust, the labor organs, as far as we have seen, glory in the fact and argue that such a combination of labor is just what is needed. This strike, which calls out 35,000 men, and affects the Harriman system from the Mississippi to the Pacific and the Illinois Central from the Great Lakes to the Gulf, is declared because these railroads refuse to deal with a federation of unions. They will deal separately with the five unions making up the Federation of Shop Employees, but not with the Federation itself. "If we win this strike," declares James W. Kline, international president of the Blacksmiths' and Helpers' Union, "all the railroads in the United States will submit to a federation." "We might as well turn over our roads to the men as grant their demands," replies Julius Kruttschnitt, vice-president and director of maintenance and operation of the Harriman lines. The union leaders, according to a San Francisco dispatch, frankly urge that the unions must follow the example of capital in the matter of combination and centralization.

"For the first time," remarks the Brooklyn *Standard Union*, "the issue has been squarely made between the corporation and labor; not as organized into independent trade-unions, but as federated, consolidated into a central unit, with control over all the branches and combinations, the very latest and extremest form of the trust." These trade-unionists, declares the Philadelphia *Public Ledger*, aim at "the formation of a trust that would be as intolerant and insolent in the exercise of its powers in restraint of trade as are any of those against which the powers of the Federal Government have been brought to bear." The labor papers are in the main yet to be heard from.

In addition to the recognition of the Federation of Shop Employees, dispatches state, the strikers ask that the railroads compel all shop employees to join this federation, whether they wish to or not, and they further demand for their organization the right to designate the men to be laid off when the force is cut down, and the right to say whether any particular employee shall be discharged or suspended. They also demand the abandonment of the premium or bonus system. If the companies agreed to deal with the Federation instead of with the individual unions, remarks Mr. Kruttschnitt, "an issue raised on a small-system road in Louisiana or Texas might stop all shop work through the entire system by requiring members to strike in distant California, Oregon, Washington, or Nebraska." And in his formal answer to the labor representatives he says:

"If the essentials of admittedly fair and considerate treatment, the payment of highest wages of any railroads in the territories served by our lines, and the guaranty of hospitable and generous pension benefits have not been sufficient to deter our shopmen from terminating agreements insuring these conditions made from time to time in conference with their labor-unions and from spending four or five months in devising new issues and means to destroy existing harmonious relations, and, moreover, are not sufficient to induce them to remain in our employ and to make them realize their duty to the public, I do not see that we can do anything more to convince them that they have no good reason to stop work or to prevent your giving approval and permission to them to leave our service."

Commenting upon this, President Kline of the Blacksmiths' Union says:

"The position the railroads take is arbitrary. Mr. Kruttschnitt refers to good wages, the pension system, and other admirable things done by the Harriman lines. He says nothing, however, of the damnable physical examinations, the personal-record system, and the rank discrimination practised by the railroads. . . . The men will not recede. The matter of wages is an after-consideration. They demand to deal as a unit with the roads, and to treat with them on equal terms."

He explains, also, that the Federation is formed not only "for protection," but "in the interest of economy and convenience," as it "should be easier to deal with one committee than with a dozen." "From their own point of view," admits the Philadelphia *Public Ledger*, "the representatives of the men have strong ground to stand on"; but the same paper thinks that the position of the railroads is even stronger. The Philadelphia *Record*, however, is inclined to think that the refusal of the railroads to recognize the Federation was unduly arbitrary. To Mr. Kruttschnitt's assertion that such recognition would place the unions "in absolute control" of the railroads the New York *Call* (Socialist) replies unhesitatingly that "they should control." It goes on to say:

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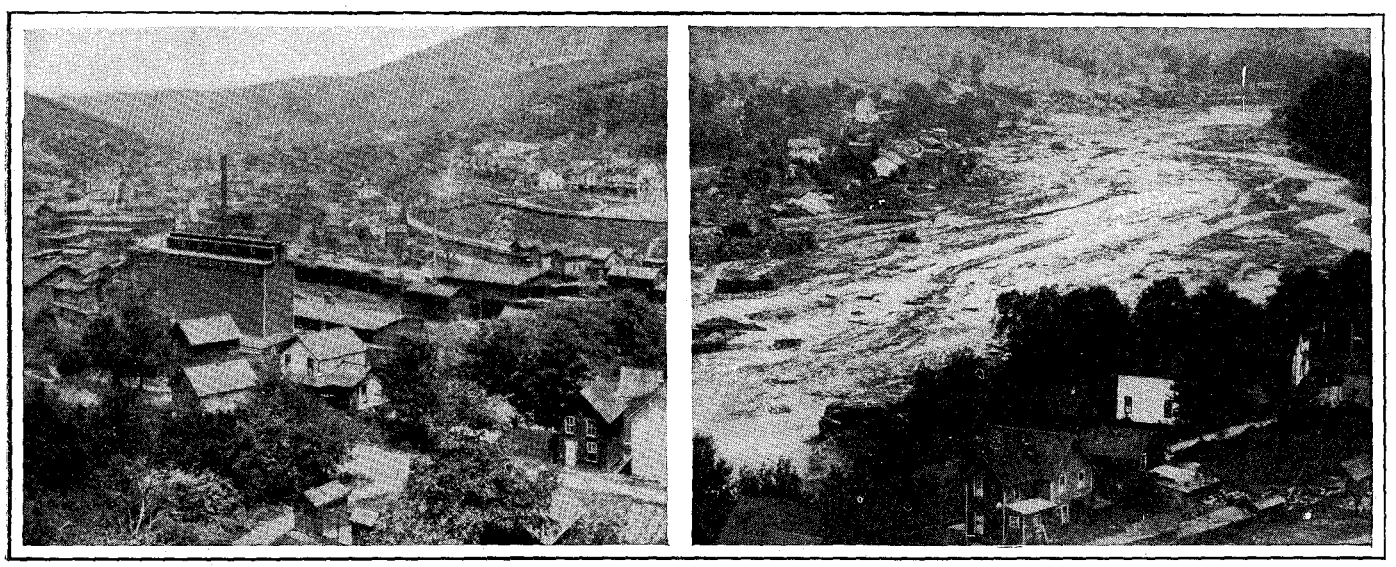

AUSTIN BEFORE AND AFTER THE FLOOD.

"The men on the Harriman roads, having come to a realization of the power combination gives them, had started to federate all the departments. The Harriman lines, among the most powerful in this country, are themselves the result of the federation of lines that had been weakened through competition, and in some instances brought almost to the verge of disaster through their 'individual efforts' at independence.

"But the present heads of those lines instantly realized that what had been good for them through the combination of separate roads into a federated system would not have the same beneficent effect if the various crafts employed on the roads were also federated into a system."

DANGEROUS DAMS

THE GOVERNOR of Pennsylvania insists that there is to be a rigid investigation of the disaster at Austin, but while that determination meets with the hearty approval of the newspaper editors, they add that the question of most importance to the public is how similar disasters may be prevented in the future. "In a well-ordered, wisely controlled community, the Johnstown flood would have been the last of its kind," declares the New York *Times*. The bursting of the Conemaugh dam in 1889, with its destruction of 2,000 lives and of property valued at $10,000,000, was surely "a sufficient warning against the building of insecure dams at the top of narrow valleys." Yet on September 30 there was a practical repetition of the catastrophe in the Sinnemahoning Valley in the same section of the State, in which the villages of Austin and Costello were practically wiped out, tho, happily, less than one hundred lives were lost.

The Austin disaster was no "act of God," points out the New York *Journal of Commerce*, but "a consequence of human negligence," and a number of papers lay heavy stress upon the fact that this dam of the Bayless Pulp and Paper Company, which had once nearly given way under similar strain, was continued in use, without sufficient reenforcement, proper vigilance, or provision for warning the people below. The dam, solidly built of concrete, was erected late in 1909. But in January, 1910, due principally to the fact that it had been built upon a foundation of porous rock, cracks developed in the dam, and water leaked through below it. On January 23, according to an authoritative article appearing in *Engineering News* (New York), the dam slid forward several feet together with a section of the underlying rock upon which it was founded. "By great good fortune the movement stopt before the yielding dam section was crusht or overturned and emergency measures were taken to draw off the water from behind the dam and relieve the pressure upon it." But despite this warning, which drove the people of Austin to the hillsides, nothing, apparently, was done about it, and things went on as before. To quote *Engineering News* again:

"The pond above the dam was again filled with water and the sole concern of those in charge seems to have been to stop the leaks, utterly oblivious to the fact that this broken structure, its bond with the underlying rock destroyed, was a veritable sword of Damocles hanging over the village below.

"It was bad to build a dam on such a foundation, with no greater precautions to prevent water getting under it; but it was ten times worse to attempt to use the structure in its weakened and perilous condition after the partial failure of January, 1910.

"Who took the responsibility of deciding to run this risk, the courts will doubtless have to determine. . . . . .

"Inspection of the dam by a member of the editorial staff of *Engineering News*, who went to the site as soon as news of the disaster was received, shows that nothing whatever was done to strengthen the dam and it was in use up to the time of its disaster with a head of water against it usually amounting to about forty feet, according to the statement made by the president of the company owning the dam."

The catastrophe of September 30 was, then, absolutely without excuse, asserts the editor of this leading engineering journal. And in words quoted and approved by many of his brethren of the lay press, he goes on to show that the time has come for State supervision of dams and dam construction in the interest of public safety:

"Such disasters will occur and occur with increasing frequency, we may be sure, so long as a private individual or firm or company has the right to build a dam when and where and how he or it pleases, wherever land for a dam site may be purchased. . . . . .

"The lesson of Johnstown fell on deaf ears. In the State of Pennsylvania to-day it is nobody's business to prevent such dams as that at Johnstown or that at Austin from being constructed, or to see that dams once built are so cared for as to prevent their being a menace to the valleys below them. . . . . .

"And Pennsylvania is no worse than the great majority of its sister States. Rhode Island, Connecticut, and Massachusetts in the east and Colorado and possibly some other of the far Western States where irrigation is important are the only States we know of which exercise even the mildest sort of supervision over the building of dams.

"Even in these States, however, the State supervision is generally exercised in an inadequate manner. We are well within bounds in saying that there is not a single State of the Union where the design and construction of dams is under sufficient control of a high-class engineer acting under State authority and responsible for the public safety.

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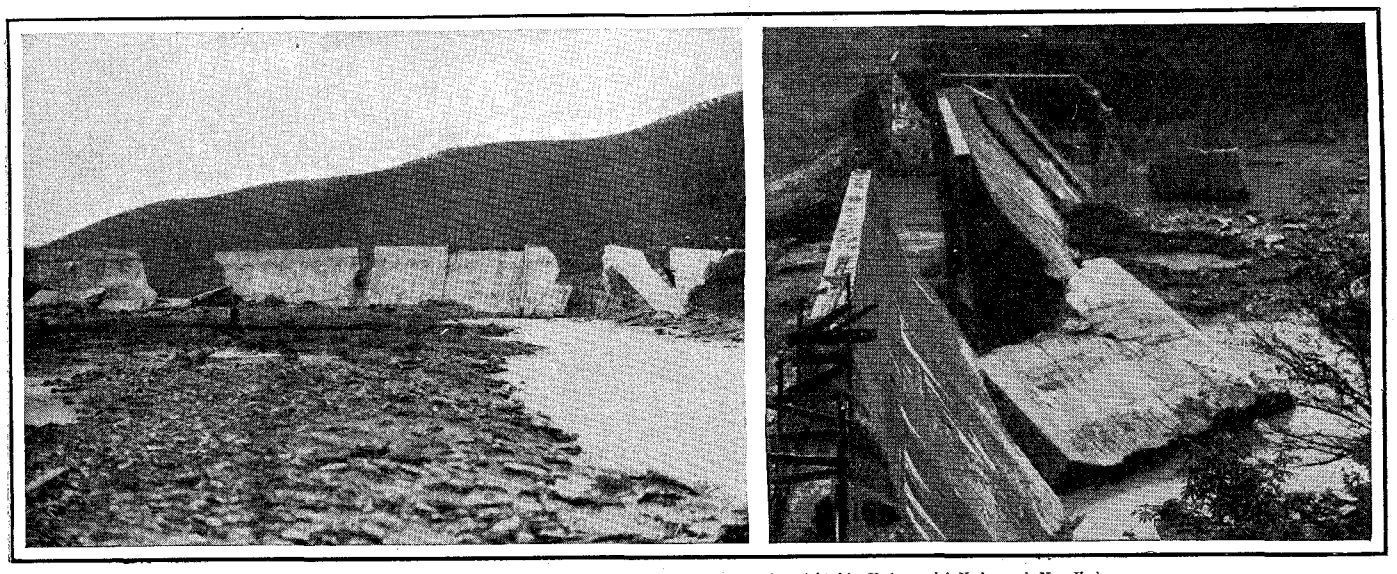

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TWO VIEWS OF THE BROKEN DAM.

"Strong arguments have been brought forward during the past few years in favor of State and Federal control of water-power development to the end that public rights in the value of such undeveloped water-powers may be preserved. But considerations of public safety furnish even a stronger argument for the establishment of some sort of State control over structures which may constitute a menace to hundreds and thousands of people, and to millions of dollars' worth of property. Austin and Johnstown and Mill River are far from being the only cases where terrible destruction has been wrought by a dam failure. Smaller structures fail every little while and the general public hardly notices the item of a few lines in the newspapers that tells of lives lost and homes destroyed."

This call for State supervision of dams is repeated in the editorial columns of many papers, the Washington *Star*, New York *American*, Springfield *Republican*, and New York *Tribune* speaking with notable emphasis. It seems to the Chicago *News* as tho the fear of disaster among the people of Austin was borne in silence because the company owning the dam was held to be the life of the place. "It would never do to criticize a concern whose presence contributed so largely to the welfare of the people." Hence precautions that might have prevented the accident were not taken, and "the concern that was credited with being the life of the place has proved its undoing." *The News* concludes that "if the local authorities are not strong enough to protect their citizens, the State must take a hand directly," and "large industrial concerns which think to escape irritating regulations designed to promote public health and safety by leaving the cities for smaller communities that they can dominate, will find the regulating hand of society following them."

The president of the Bayless Company is quoted in the press as attributing the break entirely to the slipping forward of the ground under the dam. Certain recommendations made by an engineer for the strengthening of the structure had already been followed out, he says, and it was intended to put in further reenforcement later. "Having complied with his recommendation we felt that the situation was entirely secure and that nothing had been left undone to make the dam safe."

The Philadelphia *Public Ledger* and other Pennsylvania papers see a hopeful sign in Governor Tener's promise to urge legislation giving the State full control over water-power dams, but the Chicago *Tribune* sums up the situation in this pessimistic strain:

"Doubtless there will be an expert investigation and a report —and after that there will be another closed incident in the story of our carelessness of human life."

SECRETARY WILSON AND THE BREWERS

WHILE Secretary Wilson's Department is still ringing with echoes of the Pinchot and Wiley cases, a new peck of trouble appears, and this time the center of comment is no subordinate, but the Secretary himself. For in accepting the honorary presidency of the International Brewers' Congress, which meets in Chicago on the 18th, the Secretary suddenly becomes the object of attack by hundreds of religious organizations, and many church and antisaloon papers. Tho to the brewers this agitation seems foolish and silly, the objectors are taking it seriously enough, deeming it "little short of an outrage that a member of the Cabinet of the United States should lend his name and his personal presence" to the promotion of the brewing interests.

Methodist conferences, Presbyterian presbyteries, and similar bodies join the names of President Taft and the Secretary of State with that of Secretary Wilson. The reason for this is briefly set forth by the Des Moines *Register and Leader*, which testifies to the "manifest indignation in Iowa at the part the Secretary is scheduled to fill," and it thinks that he "should under no circumstances have permitted his name to be used in connection with that congress, and most especially as one of the speakers on the regular program," but adds:

"On the other hand, nobody will be inclined to forget that the world-wide invitation to this congress was sent out by Secretary Knox, nor is anybody inclined to believe that either Secretary Knox or Secretary Wilson has acted in such a matter without the express sanction of the President. Those who know Secretary Wilson best believe that he has consented to his part only at the behest of the President."

Tho the President and Secretary Knox do not seem to have made any answer to these attacks, Secretary Wilson replies thus, in a statement given to the press:

"Secretary Wilson, of the Department of Agriculture, resents the attacks which are being made on him because he has accepted the office of honorary president of the International Brewers' Congress. Mr. Wilson feels that as a representative of this government he can not decline the honor. He feels that as the congress will be attended by representatives of many nations, who will discuss a business that has a legal standing, it can not be officially snubbed."

This fails to satisfy the papers, like *The Western Christian Advocate* (Cincinnati), which believe that the Secretary's acceptance of this "honor" looks too much like a direct leaguing

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of the Federal Government with the liquor business—a connection which "is too intimate already." Another Methodist weekly, *The Central Christian Advocate* (Kansas City), plainly tells Secretary Wilson that the people are aroused because they know that the saloon destroys health and morals, and that it "is only the spigot of the brewery."

Similar protests appear in others of the *Christian Advocate* brotherhood, the Methodist *Epworth Herald* (Chicago), the Presbyterian New York *Observer*, and a host of religious and prohibition journals. According to *The American Advance* (Proh.), this action on the part of Messrs. Knox and Wilson raises the prestige of "the beer interests," and fixes their relation to the Departments of State and Agriculture.

The interest taken by the Department of Agriculture in the congress is, however, justified in the eyes of many by these words in Secretary Knox's announcement to the diplomatic and consular service:

"It is the purpose of this congress to discuss agricultural, scientific, technical, and sociological questions connected with the brewing and allied industries.

"The Secretary of Agriculture of the United States, the Hon. James Wilson, has accepted an invitation to act as honorary president of this congress, and the United States Department of Agriculture will be represented at the International Barley and Hop Exposition by a suitable exhibit.

"Chemists and plant physiologists of the United States Department of Agriculture and the agronomists of nearly all the barley and hop-growing States of the Union are members on awards for this exhibition."

Nevertheless, declares the Prohibition paper just quoted:

"The Agricultural Department of the Federal Government will do irreparable damage to the farming interests of this country by its latest move to boost beer. Beer and farming do not work together on the same side of the fence."

A feature of the protests from religious bodies is the request that Secretary Wilson "decline this honor," or that President Taft "use his influence" with him to that effect. Readers of the various papers mentioned are asked to sign and send petitions to the President that he may learn the extent of the feeling which has been aroused. At a Western conference of the Methodist Episcopal Church, Bishop H. W. Warren was greeted with cheers when he told of having written a personal letter to Secretary Wilson, telling him that he ought to resign one office or the other. One correspondent of a Prohibition journal calls these protesting petitions and resolutions of rebuke "blank cartridges," and suggests that all these "ministers, conferences, churches, etc.," should add this clause to their resolutions:

"We, the undersigned Christian voters, agree that, unless this action of the President is rescinded, we shall feel it our Christian duty to refuse to vote at the next election for the candidates of the party whose President has thus humiliated the Christian voters of the Nation."

To all of which *The American Brewer* (New York) calmly replies:

"At this writing neither Secretary has acceded to the wishes of these busybodies, and there is no likelihood that the President will endeavor to 'influence' them.

"Secretary Knox has disregarded the clamor, as becomes one in his high office. Secretary Wilson has dismissed the subject with a statement in which he makes no apology for identifying himself with such an important group of the business men of the nation as the brewers, and in which he explains that as head of the Agricultural Department it is his duty to honor and accept an honor from the industry that is one of the largest patrons of the farmers.

"It might be well for some of these blundering fanatics to endeavor to think once in a while. They might realize that under the Constitution the Government can not be made a 'temperance' society."

MEXICO UNDER MADERO

FOR SIX YEARS, unless death or revolution intervenes, Francisco I. Madero, Jr., will guide the destinies of the people who prospered so long under the iron hand of Porfirio Diaz. Will Mexico, under Madero, go through a period of order and development like that of the past quarter-century, with the added benefit of a freer, more equitable, and more democratic government, or will Latin-American history once more repeat itself? American journalistic opinion prefers to give the newly elected President the benefit of the doubt, and sees in his practically unanimous acceptance by his fellow countrymen earnest that he will find it possible to carry out his more important campaign pledges. In the six years of his Presidential term, notes the New York *Times*, "he will be expected to reform the courts of justice, remove all trammels from the press, secure the passage of intelligible election laws, improve the system of public education, and see that justice is meted to all men."

Madero's unopposed election—for General Reyes withdrew from the Presidential race and left Mexico a few days before the end of the campaign—is set down by the Fort Worth (Tex.) *Record* as the only really free and peaceful election for the chief magistracy in which the people of Mexico have ever participated. It was more, declares the Los Angeles *Express;* it was "the culmination of the campaign for the destruction of an autocracy and the reestablishment of a republic." Tho many are inclined to agree with the Los Angeles *Tribune* that at this turning-point in her history "Mexico is most fortunate to have Francisco Madero at the helm," it is no less widely admitted that the ruler has a mighty task before him, and that the real crisis is yet to come. Mexican resources have, indeed, been pretty well developed, says the New York *Tribune*, "but the people in general have not risen to the standard of intelligent, virtuous, independent, self-governing citizens or to an adequate appreciation of the value and of the responsibilities of republican government." To the more skeptical Chicago *Inter Ocean* the real test is not yet, and the election of October 1 proves nothing. It explains:

"The test will come when there is nobody in the field who practically dictates his election, when there is no single dominant personality whom it is perilous for would-be Presidential candidates to oppose, when, in a word, there are several real candidates for the Presidency of the Republic, each with a considerable following and a determination to have their ballots cast.

"If under those circumstances a President is chosen and peacefully accepted by people and other candidates alike, Mexico will have reason to believe that she has embarked on a path which does not lead around by the old way of revolution to a new dictatorship. But until she has met and stood that test it is idle to imagine that real republican institutions have taken firm root in Mexico."

In Mexico, as here, the voters choose a President indirectly, through an Electoral College which meets a few days after the general election. The choice of Madero is, of course, a foregone conclusion, but there seems to be doubt as to which of the three rival Vice-Presidential candidates will be picked. In the voting on the 1st, Pino Suarez, Madero's candidate, seems to have had a shade the best of Provisional President De la Barra, candidate of the Catholic party, and Dr. Vasquez Gomez. If, however, he fails of obtaining a majority of the electors, the choice will pass to the Chamber of Deputies, who are said to favor De la Barra.

The Madero administration is credited with good intentions by the American press in general, tho there is some doubt as to whether it can successfully surmount the obstacles in the path toward ideal republican government in Mexico. A critical note is struck by the Philadelphia *Catholic Standard and Times*, which remarks editorially:

"It seems to be a dead certainty that the instigator and

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supervisor of the late insurrection, Francisco Madero, Master Mason and revolution manufacturer, will get his reward in the office of President. More importance is attributed to the position of Vice-President, however, by those who know conditions in Mexican administrative affairs, and for this there is said to be a very close race between Madero's nominee, Suarez, who is a Honduras revolutionary adventurer, and Señor de la Barra, who represents the Catholic party as against the powerful Masonic element in Mexico. The Catholics are very sanguine of success, but they ought not to underrate the power of the secret lodges."

WINFIELD SCOTT SCHLEY

THE HEAT of partizanship aroused by the most acrimonious controversy cools with the passing of the years. Thus it is that the sudden death of Rear-Admiral Schley on a New York street moves most editors simply to regret that so needless a wrangle should have embittered the lives of two such gallant sea-fighters as Sampson and Schley, and robbed them of richly deserved promotion. The tragedy of it all, concludes the New York *Evening Mail*, "is an everlasting warning to young soldiers and sailors to give no thought to personal rivalries," for the fame of Schley suffered from it, and its shame and sorrow killed Sampson. "Unfortunate and wholly uncalled-for" was that controversy of thirteen years ago, agree the editorial writers almost with one accord.

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WINFIELD SCOTT SCHLEY.

After all, notes the New York *American*, there was a "dramatic completeness in the sudden death of Winfield Scott Schley." For only a few days before, the newspapers had printed words of the Captain of Admiral Sampson's flagship, and of a Spanish officer of Cervera's fleet, praising Schley's most severely criticized maneuver at Santiago. The vindication came late, *The American's* editor goes on to say, but it was complete; "the gallant old Admiral seemed to have waited for it, and as soon as the verdict was rendered he folded his arms and went to sleep under the furled flags of fame and victory." Elsewhere in the same paper Mr. John Temple Graves reminds us that it was the "loop" made by the *Brooklyn*, turning aside from close quarters with the Spanish fleet, only to return to the attack from a different angle, that subjected Schley to the criticism of his fellow officers. Yet Admiral Dewey, says Mr. Graves, "was keen enough to see and great enough to say that it was the master stratagem of the fight." Further:

"Now comes Admiral Chadwick, commander of the battleship *New York*, and Admiral Sampson's chief of staff, to vindicate the genius as well as the skill of Admiral Schley.

"Now comes Admiral Concas of the Spanish flagship *Maria Teresa*, giving testimony that when the Spanish fleet, held so long in check by Hobson's immortal act of heroism, broke out of Santiago Harbor, it was their plan of battle that the *Maria Teresa* should ram the battleship *Brooklyn*, swiftest of the American Navy, and so allow the Spanish fleet to outrun in retreat the other American vessels.

"Chadwick and Concas, and Dewey and history unite now in declaring that the 'loop' of the *Brooklyn* was the consummate stratagem which foiled the Spanish plan of battle, saved the speed and the effectiveness of the *Brooklyn*, and destroyed the Spanish Navy. . . . Let our patriotic societies and our histories hereafter give place to Winfield Scott Schley as the hero of the Spanish-American War."

Tho others do not take so strong a position as this New York daily, yet they admit that Admiral Schley's distinguished services far outweigh any errors he may have made, and they declare emphatically that he was right when he said after the Santiago fight that there was "glory enough to go around." Even papers once strong partizans of Sampson now have only praise for Admiral Schley, and acquit him of any personal responsibility for the "initial quibble that started the controversy."

Winfield Scott Schley was born in Maryland, October 9, 1839, and died in New York City on October 2. He was graduated from Annapolis in 1860, and soon became a figure of importance in naval records. As the New York *Tribune* sums up his achievements before the outbreak of the Spanish War:

"He served efficiently in the Civil War, took part in the attack on the Korean forts on the Yalu River in 1871, had charge of the successful Greely relief expedition to Cape Sabine, Greenland, receiving a gold medal from Congress for that rescue; was in command of the cruiser *Baltimore* in the harbor of Valparaiso when American sailors were stoned by a mob in that city and hostilities with Chile were with difficulty averted, and had filled conspicuous administrative posts in the Navy Department with credit."

Admiral Schley's Spanish War record is thus sketched by the Springfield *Republican:*

"When the war broke out he was placed in command of the famous 'flying squadron,' and ordered to look for the Spanish fleet under Cervera. The squadron sailed from Hampton Roads May 13. The Spanish fleet was found in the harbor of Santiago on the 29th, and promptly 'bottled up' by Schley's ships. On the 1st of June the squadron was united with the Atlantic fleet under command of Rear-Admiral Sampson. The battle of Santiago was fought on July 3. Admiral Sampson was to the eastward whither he had gone in order to communicate with the American land forces. He was not, however, beyond signal distance from the nearest ships. The controversy between Sampson and Schley partizans arose from a claim of the latter that, in the absence of Sampson, Schley was in actual command; hence that the glory of the victory belonged chiefly to him as the man on the spot. The Sampson side not only denied this contention, but took up the action of Commodore Schley in the battle, condemning particularly the now famous 'loop.' This was a maneuver sanctioned by Schley, by which the flagship *Brooklyn*—to escape the enemy's fire, in the opinion of the court of inquiry—turned sharply about to starboard, out of the course of the approaching Spanish warship, and clear around into position again to the rear of the fleeing vessel. The making of this loop gave the battleship *Texas* a scare, if not actually endangering it, and caused it speedily to back water.

"Other charges were made against Schley by his critics . . . and so Commodore Schley, on July 22, 1901, applied to the Secretary of the Navy for a court of inquiry. This request was granted two days later, the court convened September 12, and its sessions continued for a month. Admiral Dewey was president of the court, and the other members were Rear-Admirals Benham and Ramsay."

The majority of the court decided against Schley on the questions brought up, charging his conduct of the Santiago campaign with "vacillation, dilatoriness, and lack of enterprise," tho they praised his personal courage and influence on his men during the battle. In a separate report Admiral Dewey differed with the court's findings on several points that had come up, and went on to make the assertion that Schley, as senior officer at Santiago, was actually in command, and entitled to the credit for the "glorious victory." President Roosevelt approved the findings of the court, but no action was ever taken on them.

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REFORM VICTORIES IN PHILADELPHIA AND SAN FRANCISCO

MUNICIPAL reformers everywhere, it seems, are heartened by the outcome of the recent primaries in Philadelphia and San Francisco. In the latter city, on September 26, new and untried election machinery was set in motion, no party names appearing on the ballots. The successful candidate for the mayoralty was James Rolph, Jr., his chief opponent being P. H. McCarthy, the present incumbent. "San Francisco has redeemed herself," exclaims the San Francisco *Chronicle* in contemplation of the result. Here is a demonstration, it adds, that "when the issue is fairly raised, the people of the city will stand solidly for clean government at the hands of capable men." "The snowing under of Mayor McCarthy by an 18,000 majority in San Francisco is as hopeful a sign as has come down the road of good government in many a day," agrees the Omaha *World-Herald*, which adds that "if this can be accomplished in San Francisco, it can be accomplished in any city, and by the same methods." It was a fight, the Omaha paper goes on to explain, between the people and the "machine." To quote:

"The 'machine' was as powerful in San Francisco as in any American city. It had a numerous and powerful 'underworld' to back it up. It had a police department which it used as a club or as a bribe, as occasion called for, to make it mighty. For long years that condition obtained and San Francisco was looked upon as hopelessly lost, so far as concerned clean and honest government.

"Yet all that was required was to have the issue squarely presented. It was so presented. A non-partizan citizens' movement was inaugurated, that was controlled by no party or clique or faction, and was thoroughly representative of the legitimate interests of the city. Public opinion, in the beginning, looked on the citizens' movement as doomed to certain and overwhelming defeat. But the result is overwhelming victory."

In Philadelphia, four days later, direct primaries were held for the nomination of mayoralty candidates. From this contest two candidates emerge to face the actual election on November 7—George H. Earle, Jr., a man of clean reputation backed by the Penrose-McNichol Republican machine, and Rudolph Blankenburg, "that old war-horse of municipal reform," who is the candidate of the Democratic and "Keystone" parties. While admitting that Mr. Earle is "an able and clean candidate," the New York *Evening Post* (Ind.) warns us against jumping to the conclusion that Senator Penrose has seen the light and become a convert to good government. But in any event, remarks the Springfield *Republican* (Ind.), "Philadelphia seems assured of a reform mayor." For "one can have confidence to an exceptional degree in Mr. Earle's character and in his ambition to clean up the town regardless of the politicians who found his name necessary to their own salvation." And as to Mr. Blankenburg, it adds, "he has fought the endless string of Philadelphia bosses for thirty years, and his nomination indicates that in the Democratic as well as in the Republican primaries the people had determined to take no chances with candidates concerning whose sincerity, honesty, and independence there was the least doubt." "In November, for the first time in many years, the voters will make choice between two candidates for the mayoralty, both of whom are fit for the position," exclaims the Philadelphia *Record* (Dem.). The result at the primaries points to Mr. Earle's ultimate election, remarks the New York *Tribune* (Rep.), since "he is now the Republican candidate, and the Republican party polled more than 190,000 votes to about 52,000 cast by the Keystone and Democratic parties." *The Tribune's* prediction is concurred in by most of Philadelphia's Republican papers, which claim that Mr. Earle's election will mean the "regeneration of the Republican party." On the other hand the Philadelphia *Public Ledger* (Ind.) declares that Mr. Blankenburg's nomination "is the preliminary step to his triumphant election over the nominee of the divided Republican organization," and it goes on to reckon that enough of those who took part in the Republican primaries will vote for Blankenburg to insure his election.

Some of the papers, moreover, are challenging Mr. Earle's eligibility to be elected mayor. The Pennsylvania law, it seems, requires that the Mayor shall have been "an inhabitant of the city for which he may be elected mayor five years before his said election." In 1908, these papers point out, Mr. Earle had his permanent home in the township of Radnor, and not in Philadelphia. The Philadelphia *North American* (Ind. Rep.) makes this statement: "He voted in the township of Radnor in 1908, and when the authorities of the city of Philadelphia sought to tax him as an inhabitant of Philadelphia he avoided the taxation by swearing that he was an inhabitant of Radnor township."

TOPICS IN BRIEF

PERHAPS the trusts would feel safer in jail.—*Wall Street Journal.*

EVEN Steel can be made brittle by constant hammering.—*Wall Street Journal.*

BUSINESS must obey the law, says Wickersham. What a cruel hardship!—*New York American.*

MAINE people seem to have the intelligence to vote, but to lack ability as counters.—*Los Angeles Tribune.*

NEW YORK is to spend $33,000,000 on education next year. It needs every cent of it.—*Philadelphia Inquirer.*

PACKERS utilize all the hog but the squeal. At least something is left for the consumer.—*Wall Street Journal.*

DOC WILEY says the health of the nation is worth $540,000,000,000. Is this an intimation for a raise in salary?—*Dayton Journal.*

ATTORNEY-GENERAL WICKERSHAM must have his money invested in something outside the United States.—*Albany Journal.*

INSURGENT objection to Mr. Taft as a "middle-of-the-road" statesman is that he leaves very little room around the edges.—*Philadelphia Telegraph.*

A DENVER dog-catcher says he has been bitten 2,000 times. This is something like the experience of the chronic investor in gold mines.—*Cleveland Plain Dealer.*

MR. CARNEGIE should lose no time in sending one of his famous hero-medals to the editor of the New York *Tribune*, who is defending the Payne-Aldrich Tariff act.—*St. Paul Pioneer-Press.*

JOHN D. ROCKEFELLER got his first and only job fifty-six years ago and has just been celebrating the event. The men who lost their jobs because Mr. Rockefeller did not stick to his have not had their celebration yet.—*New York World.*

As yet dissolution of the Steel Trust is confined to Wall Street.—*Chicago News.*

LA FOLLETTE says that party ties are vanishing. So are the collars.—*Philadelphia North American.*

THE gun designed to kill aviators will have to hurry to get ahead of the regular methods.—*Los Angeles Tribune.*

SOME men's love of country decreases in the same ratio as the protective tariff on the goods they manufacture.—*Puck.*

WALL STREET acts as tho the Roosevelt policies were at last being actually "clinched."—*Springfield Republican.*

IT might be a good thing if the decline in prices on the Stock Exchange would hit the provision market.—*St. Louis Globe-Democrat.*

ARTIFICIAL lumber is made from paper and paper is made from wood pulp. How's that for conservation?—*Wall Street Journal.*

TOM EDISON, we read, is being received in Europe like royalty, which leads us to expect that he will cut Portugal and Russia from his itinerary.—*Washington Post.*

WITH respect to trusts we are in a transition period.—The President. Ay, sir; and the great fear is that we are in more of a transition period than they are.—*Indianapolis News.*

COME to think of it, wasn't it a wise and statesmanlike precaution of President Taft to put Dr. Wiley firmly back on the job before going against all those western eat-fests?—*Pittsburg Gazette-Times.*

EIGHT barbers charged with violating a Sunday law, enacted in 1794, were convicted in an Eastern State the other day. The information may be useful to those who are trying to find out when they may expect convictions under the antitrust law enacted in 1890.—*New Orleans Times-Democrat.*

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FOREIGN COMMENT

HOW ENGLAND TAKES RECIPROCITY'S DEFEAT

THERE IS VERY little blowing of horns and shouting in England over the result of Canada's election, the defeat of Sir Wilfrid Laurier and the throwing over of reciprocity with the United States. A few papers think the spirit of imperialism has been vindicated in Canada and the possibility of a closer preference relationship between England and the Dominion made more tangible. But Canada is supposed to be capable of managing her own affairs, and has a keen eye to her own interest, says *The Spectator* (London) and needs no meddling advice from the mother country. Thus we read:

"It must be admitted that Sir Wilfrid Laurier has entirely failed to obtain the authority he asked for to carry through the reciprocity agreement with the United States. The elections were fought almost exclusively on that issue. Both sides exprest their confidence of winning the elections; no election of recent times has been more in doubt, and we may add that none has been more important from the point of view of determining the immediate political future of Canada. We ourselves thought, and sincerely hoped, that the trade agreement would be authorized by the people, but, as we have said throughout, whatever the Canadian people decide is best for themselves should be accepted without stint or cavil in Great Britain. That is the only possible method of retaining the affection of this or any dominion."

The advocates of reciprocity were overwhelmed by "a landslide," remarks *The Daily Chronicle* (London), but the effect in England was not staggering, and this paper goes on to say:

"The effect of the Canadian elections in this country will be very slight. They may cause some flutter in certain party circles; but so far as any broad issues of national policy are concerned, they will leave things as they were. The Imperial Union is too firmly established to be affected by any change of Government in Canada. Mr. Borden is a firm believer in the British connection, and so no less is Sir Wilfrid Laurier. The policy of British preference is common to them both; and so also, with some differences of ways and means, is the policy of imperial defense. The ideal of both Canadian parties, whatever may be said of the one by the other at election times, is of Canada as an autonomous nation within the British Empire."

The very popularity of reciprocity in the United States injured it in the Dominion, thinks *The Nation* (London). Mr. Taft will be the main sufferer from Laurier's defeat, which may turn out a blessing in disguise to Canada. To quote further:

"Whether this will operate as a check or as a stimulus to the free-trade movement in the United States remains to be seen. But the probability is that, while it will injure and weaken Mr. Taft's chances of reelection, it will improve the Democratic prospects; and a Democratic victory will be a victory for free trade. This being so, we can afford, while regretting Sir Wilfrid Laurier's defeat, to accept it with philosophy and resignation as one of those evils out of which good may be expected to result."

Some papers which favored reciprocity find their regret allayed by the feeling that Canada's vote means loyalty to the mother country. Thus we read in *The Westminster Gazette* (London):

"Let us say at once that from the Imperial point of view we find many grounds for encouragement and consolation in the Canadian elections. It may be, and we think it is, an unfounded opinion that the reciprocity agreement conflicts with the Imperial connection. But while that opinion is sincerely held, we say frankly we had rather that the Canadian people voted against reciprocity in the belief that it would weaken the Imperial tie than that they voted for it with the deliberate intention of producing that result. The considerable number of Canadian voters who separated themselves from their party in the honest belief that Sir Wilfrid Laurier's policy would have a separatist result must command the sympathy of all parties in this country, and in so far as the election has shown the strength and depth of the attachment to the old country, we may heartily rejoice."

How the issues of the campaign became somewhat oddly complicated is thus noticed by the London *Economist:*

"For the sake of winning seats in Quebec, Mr. Borden formed an alliance with Mr. Bourassa, a young French Nationalist; and it was rather hard to keep the electors of Ontario and the English provinces in ignorance of the fact that while Mr. Borden was denouncing Americanism and appealing to British Imperialistic sentiment, Mr. Bourassa was haranguing the Canadian French in favor of an independent Canada, and against any contribution from Canada to Imperial defense. These exclusive and mutually contradictory policies enabled Sir Wilfrid Laurier with some effect to denounce the combination as an unholy alliance, founded not upon identity of principles or programs, but merely upon the desire of two contending and contradictory factions to turn him out of office."

The authoritative London *Economist* does not think the defeat of reciprocity will affect British trade with the Dominion, but remarks that if "Mr. Borden fulfils his policy of a substantial contribution to the British Navy," English statesmen will have no reason to regret the result.

This note of joy appears in the imperialistic *Saturday Review* (London):

"The victory is Imperial. It not only saves Canada from economic entanglements which would have been a menace to her political future, but it gives English people one more chance of showing whether they will forever reject Canada's desire to advance the cause of preference within the Empire."

And the note is echoed by the London *Outlook* as follows:

"Canadian Conservatives have risen splendidly to the occasion. Reciprocity has been routed. The result of the polling has transcended the most optimistic Imperial forecast. At best it was hoped that Sir Wilfrid Laurier would be defeated by a narrow margin, or that he would be returned with a majority too small to justify a complete reversal of the national policy. The discomfiture of 'the grand old man' of Canada has been complete. This termination to a brilliant career offers a close parallel to that of Gladstone. Both statesmen in their declining years, attempted to signalize their retirement from public life by a sensational piece of legislation that would fix their names in history. . . . Canadians have had to choose between an independent position in the Empire and absorption in the confederacy of its great neighbor."

There is considerable excitement, too, shown in the comments of the London *Daily Mail* and *Daily News*, the former exclaiming that "the flag has won!" Both these papers speak eulogistically of Laurier and think that loss of his leadership is likely to be disastrous to Canada. The most violent, almost truculent comment we have met with in the English press occurs in *The Pall Mall Gazette* (London), where we read:

"It is within the Empire that Canada can be most autonomous and most Canadian, and she has declined to put her feet upon the slippery slope which would have betrayed her identity and her ideals to destruction. The American conspiracy (for we can give it no other name) was astute and subtle. It addrest itself cunningly to everything that was sordid, selfish, and short-sighted among particular interests in the Dominion; it impetrated farmers, fishermen, lumbermen, and all sorts of industrial coteries to 'take the cash and let the credit go.' But Canada's vision of the future and all the spirit of manliness, pride, and self-reliance in her people have risen to denounce the bribe and repudiate the treachery. Her decision will ring like a clarion throughout the Empire to rouse the energies of Imperialists on every side. Nor is its meaning less insistent to those English politicians who so complacently authorized their Ambassador to assist at a compact for the destruction of British trade, and to offer Canada every facility for beginning her slow suicide."

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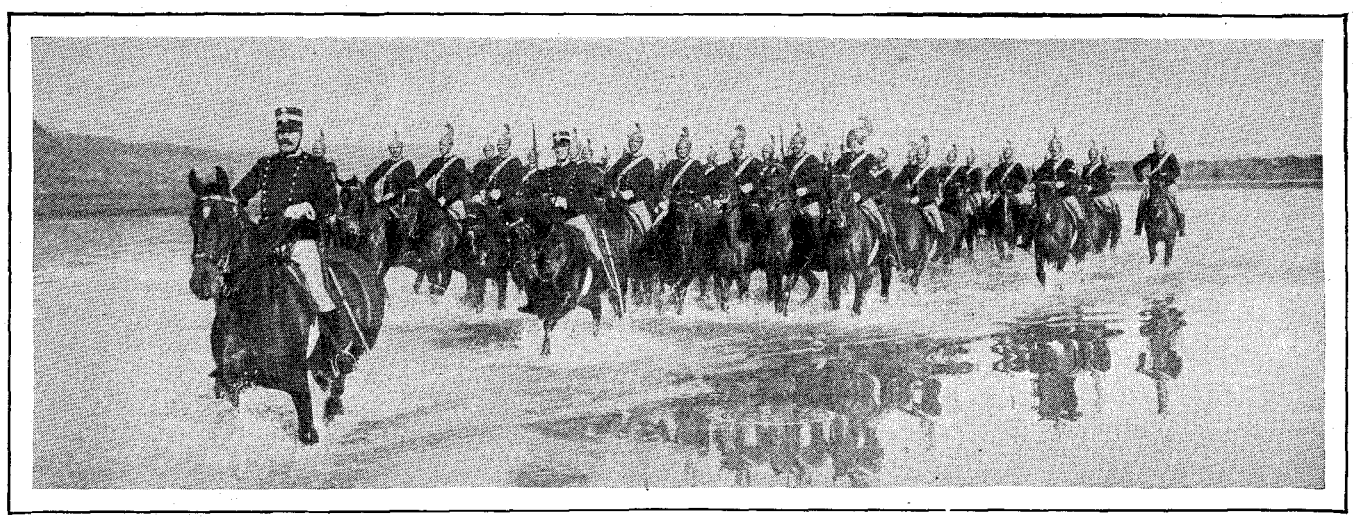

ITALIAN CAVALRY.

These are not "horse-marines" crossing the Mediterranean to take Tripoli, but they may be needed there before long.

THE "INEXTRICABLE" STOLYPIN MYSTERY

THE ASSASSINATION of the Prime Minister of Russia is called in London "an act involved in inextricable mystery." The assassin, according to the St. Petersburg correspondent of the *Soleil* (Paris), was "the delegate of a large group of terrorists, Polish Jews," the very class which Mr. Stolypin was so successful in repressing. The first intention of the murderer, according to his own avowal, was to shoot the Czar, but this plan was defeated. The strangest part of the incident, says the paper we are quoting, was the fact that the miscreant was actually an agent of the secret police whom the late Minister employed so successfully in fighting anarchy. But in Russia the Army, Navy, and police are honeycombed with anarchism and terrorism—anybody may be a spy of the Government, the terror, or both—so it may never be known whether the assassin was acting for the anarchists, for Stolypin's enemies within the Government, or for himself alone. The slayer of Stolypin had been instrumental, we read, in sending a batch of twenty plotters against the Government to Siberia. The *Soleil* continues:

"This man was a traitor at the same time to the Government and to the terrorists, and no doubt accepted bribes from both sides. The fellow had treachery in his blood. It is especially in Russia, and notably among the Polish Jews, that we find this strange type of spies with a double face—sinister scoundrels, as dangerous as they are useful, who are despised by the very men who hire them."

This writer goes on to eulogize the dead statesman and to account for that hatred of the anarchists which ended in his violent death.

"Anarchy had to be repressed at any cost. This terrorism had invaded every single province, every class, every department of the public service, even the Army and Navy. Mr. Stolypin, whose life had been twice attempted, addrest himself to the task with rare courage. While he showed himself indulgent toward simple political offenders, he was relentless in his treatment of the criminals who lent themselves to violence. It may well be supposed that this class of men never forgave him. Making common cause with the terrorists, they came to the conclusion that Mr. Stolypin was a man to be destroyed without regard to consequences. Whatever happens, Russia will not forget that to this statesman belongs the credit of having broken the despotism of the *mir*, that is to say, of having for a second time emancipated the peasant."

While allowing that the late Prime Minister was "unjust to the Poles," a writer in the London *Outlook* states that he made "Warsaw as unsafe for the bomb-throwers as Moscow and Petersburg." Of his methods of repression we read further:

"Nor has anybody dared to say that his repression, tho merciless, was ever consciously directed against the innocent. The terrorists complained, not that their champions had not been caught red-handed, but that they were tried by military tribunals which were not afraid of explosives or repeating pistols. The old complaint of the revolutionaries that they were kept 'languishing in dungeons' for months or years got a grim satisfaction from Stolypin. The convicted assassins and incendiaries were regularly hanged within twenty-four hours. It may be said, indeed, that Stolypin crushed the terror by terror. It certainly could not be extinguished with rose-water."

The St. Petersburg correspondent of the London *Outlook* asks, "Will the real authors of this senseless crime ever be brought to book, the 'politicians' who sent out this poor fool to shoot Mr. Stolypin?" He traces the conspiracy to Finland and remarks:

"A new campaign of terrorism has been going on for some time in Russia. To my personal knowledge M. Stolypin was aware at least as far back as December, 1910, that a definite plot was on foot to assassinate him, and knew whence came the money to further this 'political' object. It is not the Jews, for they least of all have anything to gain from disturbances in Russia; indeed the police and military at Kief even now are working strenuously and constantly to protect the Jews from the pogrom which threatens them for this terrorist attempt following on the excitement caused by a recent case of a 'ritual murder' by the degraded Jewish sect of Hassids. The money which is feeding the present terrorist campaign in Russia is provided by the same hands which fed the 'revolution' of 1905 with arms and money, and still give safe asylum to every Russian 'political' criminal, namely the Finlander propagandist organization. At the end of last year this Finlander organization agreed to finance another campaign of terrorism in Russia on two conditions: firstly that no terrorist act should take place in Finland, and secondly that no Finlander should be required to take an active part in any terrorist act.

It is only natural that Mr. Jaurès should speak exultantly, almost hysterically, of Stolypin's end. Hence we read in the Socialist *Humanité*, under the heading "After the Death of the Hangman," the following paragraph:

"Have people any idea of the crimes committed by Stolypin? They should read the statistics of political prisoners, of suicides in jail, of sentences pronounced.

"In 1903 there were in Russian prisons 96,005 such unfortunates; in 1906, there were 114,403; in 1907, 138,500; in 1908, 166,064; in 1909, 181,241.

"The suicides rose to the number of 9,510 between the years 1905 and 1909, so insupportable were the tortures inflicted on the victims.

"As for the liberty of the press—what a mockery! In five years Stolypin has suppress 1,270 journals and reviews; 1,526 summonses have been addrest to editors; 533 newpsaper men have been condemned to the fortress, to deportation, or to the gallows.

"Such was the ferocious brute whose happy disappearance we are called upon to mourn."—*Translation made for* THE LITERARY DIGEST.

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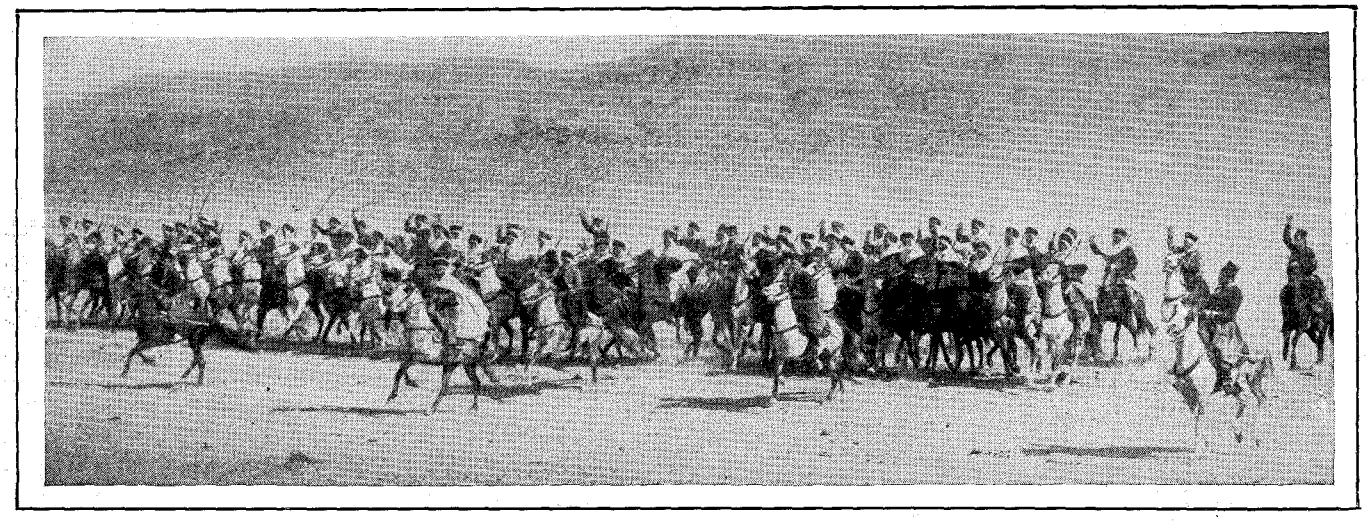

ARAB HORSEMEN OF TRIPOLI.

The Arabs have taken to the hills, and may give trouble to the Italian cavalry before they are subdued.

HOW THE POWERS VIEW THE WAR

WHAT WILL RUSSIA, France, England, Austria, or Germany say or do about Italy's expedition to Tripoli, is now the question which the European press are considering. Perhaps the most thoughtful and judicial answer given we find in the *Vossische Zeitung* (Berlin), a safe Liberal organ which always speaks with full knowledge and deliberation. "The diplomatic position is favorable to Italy on the whole," we are told, and a survey of the horizon shows that the Ottoman Empire has no protection against "the bolt that descended upon her from the blue." These words may appear strange to those who recognize that Germany has always aimed and is still aiming at being a Mohammedan Power; that England has over 62,000,000 Mohammedan subjects in India, not to talk of Egypt; that France is a Mohammedan Power in Algeria, and Austria in the Balkans. Even to-day the dread of a "Holy War" extending from the Himalayas to the Strait of Gibraltar is not spoken of as fantastic. How then can the Mohammedan Empire be permitted to suffer such a real spoliation as the loss of Tripoli by so weak a Power as Italy? The editor of the *Vossische Zeitung* thinks that in the first place Russia has too much to do to interfere, and we read:

HONOR AMONG THIEVES.

CHORUS OF POWERS—"Interfere? Certainly not! We're all in the same business." —Montreal *Herald*.

"Russia has enough trouble already among Asiatic peoples, and is too busy to intervene. She sees that there is good as well as evil in the turn things are taking in Tripoli. A little bleeding of Turkey accomplished by some one else, so that it did not drain the Ottoman Empire entirely of life, would delight the Russians. The unclosing of the Black Sea would be welcome."

France takes the affair lightly, "letting out a good-natured guffaw." As we are told:

"Mr. de Selves, with charming courtliness, says to Mr. Tittoni, the Italian Ambassador in Paris: 'Be good enough to help yourself!' France is pledged by treaty to support Italy's claim, and, in exchange for Italy's assurance that she would not interfere in Morocco, promised not to oppose Italian schemes concerning Tripoli. Now the Morocco fruit is ripe for France. As a logical consequence Italy grabs the Tripoli apple. It grabs all the more greedily from a dread of France's growing power in North Africa. On reaping her Morocco harvest France has no objection to Italy reaping hers in Tripoli."

As for England's silent indifference, this writer confidently assures us:

"England was prepaid for her present kindly attitude toward Italy by the support she received from the latter against Germany at the Algeciras Conference. Her Mediterranean Treaty with France was made with a view to Italy's claims in Tripoli. It is true the Liberal press in England howl out a little against Italy—'Such an unheard-of thing!—in time of peace, too! What are we coming to?' The Liberal Government does not trouble itself about the matter. Italy has nothing to fear in this quarter."

Austria is a little fluttered, and appeals to St. Florian, one of the patron saints of the country, who is invoked in time of fire. "Holy Florian, save me, my neighbor's house is on fire!" But "Austria-Hungary, we may be sure, would not do anything to strain those ties of the Triple Alliance which bind her to Italy."

The attitude taken by Germany is equally clear, says this writer, who then proceeds to hedge and talk vaguely about Germany's desire for peace. The whole paragraph is worth quoting:

"The German Empire is closely allied with the Italian kingdom, and does not desire that the political bonds that unite her with that country, as with Austria-Hungary, should be broken. The German Empire is also on friendly terms with Turkey, in which country she has many important business interests, and would see with keen regret any partitioning up of Turkish possessions. Thirdly, and in conclusion, the desire of Germany, as has been proved anew by the events of the last few months, is for peace in Europe. Hence arises her wish (and her efforts will back her up) that the Turko-Italian conflict, so far as diplomatic methods can avail, may be ended by reconciliation."

The Berlin *Post*, however, says frankly: "It is to our interest to see Italy predominant in the Mediterranean, and to support her in that aspiration."

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CANADA'S WARNING TO US

THE AWFUL condition of the United States is the theme of a withering trumpet-blast from one of the Canadian champions who has recently done heroic service in fighting under Mr. Borden against reciprocity. This stern critic is Mr. W. F. Maclean, who has just been returned M.P. for South York, and is editor of the Toronto *World*, from which we quote some suggestive phrases. "The United States is at its day of trial," he thunders; "a day of trial almost equal to the Civil War." The great marplot in this day of trial is Mr. Pierpont Morgan. "A new Lucifer has 'got' the United States," we are told, "and he has got it not by quoting Scripture, but the Constitution." "Morgan is a greater Lucifer than Milton's," and the Constitution he quotes is obsolete, it favors and sanctions "all kinds of monopoly and robbery of the people." It "must be smashed." This "greater Lucifer than Milton's" has never owned up that Wall Street needs reform, but perhaps he will after reading this description of it as it is pictured by the Toronto editor:

"It is based on robbery, cheating, and demoralization; and of all the rotten things in Wall Street, the rottenest is overcapitalization and the enormous consolidation of interests, and attendant thereupon the issue of securities made up largely of water, and which water is an everlasting overburden on the proposals. Fraudulent stock issues, the proceeds of which have been stolen by the promoters, have curst nearly every proposition that has come from Wall Street for many and many a year. Enormous fortunes have been made by loading rotten securities on the public; and while these securities for a time were taken in Europe, they have been resold to the Americans, who now have them, and who can not get rid of them; and the entire savings of the American nation to-day are largely tied up in carrying these rotten and overburdened securities. When you come to find out where the savings of the people are, whether in banks, trust companies, or in insurance funds, or things of that kind, you will find a lot of it carrying these watered stocks of all kinds."

W. F. MACLEAN, M.P.,

Editor of the Toronto *World*, who thinks we must smash our Constitution to save the country.

The fault he finds with our written Constitution is that it is not like the English unwritten Constitution. On this point he remarks:

"The supreme merit and usefulness of the English system as it prevails in Great Britain, and more or less in the Empire, is that government is unlimited. It is true that Canada and Australia are, in a measure, limited by written constitutions; but if they are, these can be changed without trouble. The United States Constitution is almost beyond change, and that is its trouble. In Great Britain any political, social, financial, or other problem of the state can be settled by a vote of the people in a general election, and then crystallized into an act of Parliament. The most sweeping revolution in the British Constitution has been effected in our own day, and in this very year, by cutting away the veto power of the House of Lords, and this has been done with an agitation of less than five years."

The Constitution of the United States is the castle of the Wall Street Lucifer. "The worst thing of all is that the financial abuses which are so enormous and far-reaching are all entrenched in the Constitution. You must smash the Constitution to smash the abuses." This outspoken orator concludes by confessing his belief that smashing a constitution is at least as practically feasible a matter as cracking a safe, for he exclaims:

"Cease, oh you Americans, your worship of the political wisdom of your fathers; get once more at the task of reviewing or altering, or smashing, if necessary, a human invention that you in your easy-going ways have exalted into a revelation—and Mormondom is also a revelation—study government in other places, regard your needs, not your hand-downs from the past, study free government as it is in England and in her daughter states to-day, recognize the task ahead, and, recognizing it, assume it, no matter the consequences."

JAPAN'S VENEER OF CIVILIZATION

THE WESTERNISM of Japan's new social, commercial, and political life is more or less a hollow make-believe, says the Doctor of Science Tanaka Masahira in the *Shakwai Seisaku* (Tokyo), of which the eminent Japanese sociologist Count Itagaki is editor. Forty years, says Dr. Masahira, have elapsed since his countrymen came in contact with Occidental civilization. "Their innate deftness in the art of imitation has enabled them to adopt the military, legislative, and educational systems" of Europe and America, but it is all "leather and prunella." They have not absorbed the spiritual and intellectual power of the West. Their apparent progress "has been such as to astonish the Westerners." But he goes on in the following rather disappointing vein:

"There is, however, another thing that will surprize the Westerners, and that is that the internal side of this newly developed civilization of ours is so poor and weak as to make men of true knowledge heave a sigh of disappointment. Now, the civilization and institutions just imported from the Occident seem so dazzlingly brilliant and grand in the eyes of our countrymen, accustomed as they had hitherto been to the temper of feudalism, that it is not surprizing that at a time when the old institutions had been abolished and everything tended to urge the people to take to the new, their minds should have fondly turned to that which was so novel to them. It was thus that our people unanimously strove to imitate things foreign, but their imitation was not a true adoption, but merely a superficial mimicry. Our people, in other words, were no more than infatuated by the spectacle which material civilization presented to their eyes, their conception of that civilization being not intellectual, but merely physical, with the result that they found a wide difference between the ideas and customs of the new civilization and those to which they had hitherto been accustomed and which they had till then observed, and a great mêlée between the new civilization and the old ensued."

This writer draws a dismal picture of the devotion with which his fellow countrymen pursue wealth and pleasure under the new condition of things. Literature and religion are neglected. For the country in general and the individual the pagan maxim of ancient Rome is being revived: "Get money, money still; and then let virtue follow if it will." To quote further:

"In contemplating the direction in which the modern Japanese civilization has developed or progressed, one observes that it has chiefly concerned itself with the economic equipment and development of the country, or the enriching of the nation and strengthening of her naval and military forces, all the other matters being left uncared-for. Both the activity of the nation and the policy of the Administration seem to betray their anxiety lest their efforts directed toward the accomplishment of this one object should suffer a setback. And if there happens to be a man who preaches such things as intellectual development, not only will he be left unsupported, but he will not infrequently be sneered at or looked down upon by his fellow men. Men who do not talk of business and discuss industrial questions are nowadays regarded as being below the average in intelligence, and unfit to be numbered among the civilized. Not that I make light of business, but it is a truly dangerous sign of the times that the whole energy and attention of the nation should be concentrated upon that one particular branch of human activity."

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LAUNDRIES FOR TAINTED MONEY

FORMERLY the only thing to be done with dirty paper currency was to burn it and reprint it. Now it may be washed, as if it were made of cloth, at great saving of expense. Recent investigation has made the public unwilling to handle the ragged, filthy bills that used to circulate. An examination of paper currency by Warren H. Hilditch, of Yale, whose results were set forth in these pages not long ago, showed an average of 142,000 bacteria to the bill. Twenty-one bills were examined, and while some were relatively clean, carrying only a trifle of 14,000, others swarmed to the figure of 586,000. The inventor of the machine now used to clean this dirty money is F. B. Churchill, of Shelbyville, Ind., who has been occupied for twenty-two years in the manufacture of washing-machines operating by compressed air. We read in *The Inventive Age* (Washington) in substance:

"Some twenty years ago he made the discovery that currency could be washed as well as other articles. He used to throw old soiled bills into the washing-machine to show people that there could be no possible injury or wear to the most delicate fabric. He experimented first with cold water, afterward with warm, and finally with hot, until he was able to remove the grime and transform the dirty bills into fresh, crisp currency, bearing every mark of having just been issued by the Government.

"Realizing the necessity of a wide application of his process, and being of a progressive spirit, Mr. Churchill wrote to the Treasury Department in the spring of 1910, and informed the officials that he had solved the problem of cleaning soiled currency. The Department asked him to give a demonstration of the operation of his machine. This was later done before a committee of Treasury officials, and the result was so satisfactory that one of the machines was purchased for Government use, and installed in the Treasury Department. It was not until after this test was made that Mr. Churchill realized the full magnitude of his discovery, and decided to apply for a patent on it. The latter has recently been granted. The washer consists of an oscillating vessel, with air-chambers and brackets to support a foraminous basket, which is securely fastened inside, altho it is adjustable. The dirty bills are placed in the basket and securely locked therein by three separate locks, the reason for which is obvious. The basket is then placed within the body of the washer, which contains a solution of hot soapsuds, and the machine is put in operation. The comprest air forces the suds and hot water through the meshes of the money basket with such force that the bills are cleaned thoroughly. The basket is then removed, and placed in another washer, which contains a solution of sizing or starch, and here the money is subjected to a thorough bath of stiffening, which gives it the crisp appearance of new bills. After a few minutes of immersion the basket is taken from the sizing machine and the water is drawn from the bills by centrifugal action. During the operation of the drier, a strong high-pressure current of air is turned into the rapidly revolving basket from the air-storage tank, and while the bills are being dried by the rapid motion imparted to the money basket, the force of air is continually straightening out the folds from the bills. Then the basket is removed from the drier and unlocked, and the bills are passed through a heavy set of pressure rollers, between layers of heavy cardboard, after which they emerge, clean, crisp, and resembling new money.

"The process of cleansing the dirty bills seemingly puts new life into the paper, and the bills are pliable, having a soft velvety feeling.

"The renovation of currency will be a step that all banks and handlers of large amounts of money will appreciate.

"The time is not far distant when every bank can be supplied with a fully equipped currency washer and drier. Thus the expense of reissuing new money will be reduced with great saving to the Government, as well as to the individual banker, who has to send in his old bills to be redeemed with new ones. The expense of sending the bills to the United States Treasury and Sub-Treasuries amounts to a heavy tax on those banks that are located at distant points.

"For this reason the people in the West are compelled to handle more filthy, disease-breeding money than those in the East. A week or two is also lost before the money is returned. The saving of time and money will lead the large banks to install laundries of their own.

"Heretofore it has been the policy of the Government to destroy its dirty and mutilated currency, but the new discovery of Mr. Churchill will revolutionize the system. The Treasury figures for last year show that $1,183,000,000 in soiled bills were redeemed by new ones. There were some 200,000,000 individual bills in this amount. Eighty per cent. of them, or 160,000,000, might have been washed.

"It costs 1.3 cents each to make these bills. They may be laundered for .1 of a cent. The saving will be 1.2 on each bill, or $2,080,000 a year. With due allowance for the discrepancy between theory and practise, it is estimated that a million dollars a year may be saved through the washing-process.

"It has been determined that the life of a one-dollar bill is one to two years, that of a $2 bill one to four years, and that of bills of larger denominations about three years. If by washing it the life of a bill can be lengthened, the Bureau of Engraving and Printing will have to manufacture but half as much money, and one of the expensive bureaus of the Government can be operated much more cheaply."

"PTOMAIN POISONING" NOT DUE TO PTOMAINS

LIKE MANY names given hastily or carelessly, this term is now known to be inexact, as generally applied. There are such things as ptomains, and they are poisonous; they are chemical products of decomposition in animal tissue; but the symptoms of poisoning often attributable to the consumption of some article of food are not due to them, but to toxins formed by bacteria. Sometimes these toxins are in the food before it is eaten, but more often only the bacteria themselves are there, and it is their activity in the digestive organs that causes the serious or even fatal symptoms usually described as "ptomain" poisoning. This is brought out clearly in an article contributed to *The Hospital* (London, August 19), by Dr. H. J. Hutchens, Professor of Bacteriology in the University of Durham. He writes:

"The term ptomain poisoning is inexact, because it leads by inference to the assumption that the symptoms are due to ptomains, while, in fact, as will be shown, these substances are not the cause of the disease. The word ptomain was introduced by the Italian toxicologist Selmi, to describe certain chemical substances more or less allied to the vegetable alkaloids which had been found in putrescent meat and decomposing albuminous matter. . . . . .

"They are found in only very small amounts in decomposing animal matter, and it is only when meat is in so advanced a stage of decomposition as to be totally unfit for human food that they are present at all. Moreover, many of the ptomains are non-poisonous, and the majority of those that act as poisons exert their influence on the nervous system rather than on the alimentary system. . . . . .

"Food-poisoning is, therefore, the result of the action of the specific toxins of bacteria on persons who consume meat or other food infected with living organisms or their toxins, or both. The non-specific products should also, perhaps, be included; for tho the evidence so far available is against the view that they take any part in the production of food-poisoning, it can not be stated as a definitely ascertained fact that they never exert any influence. This definition at once excludes from the category of food-poisoning all cases of poisoning following the consumption of food containing arsenic, lead, strychnin, or other well-defined chemical substance, whether administered intentionally for criminal purposes or taken by accident. On the other hand, the generally accepted use of the term does not include such diseases as enteric fever, Malta fever, etc., tho these are also the direct result of eating food specifically contaminated with the organisms of those diseases."

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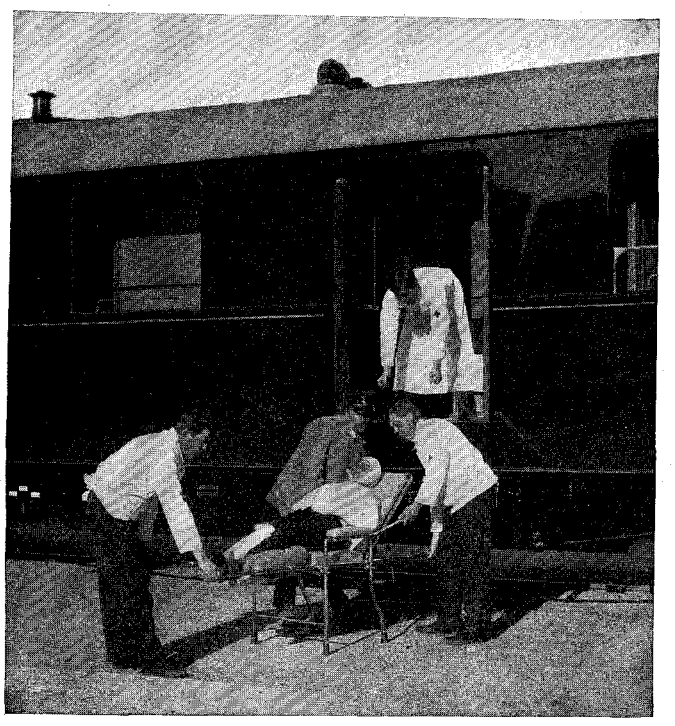
SWISS HOSPITAL CARS

CARS SPECIALLY BUILT and fitted up as traveling hospitals have been placed on the Swiss federal railways. Four are already in service and others are to be added. The cars are built for travel over any of the standard European systems and are expected to be used by private parties for long journeys. They are provided with special emergency brakes,



TAKING THE PATIENT ON BOARD.

operable from each compartment, are steam-heated and lighted by electricity generated from the car-axles on the Brown-Boveri system. Says Dr. Alfred Gradenwitz, writing on these railway hospitals in *The Scientific American* (New York):

"The sick-room, which is located in the middle of the carriage, and the adjoining lavatory, are fitted up aseptically in the same manner as up-to-date hospital rooms, all the walls, ceilings, and floors, as well as the furniture, being readily washed and disinfected, while all the angles of the walls and ceilings are rounded off and any joints covered over with smooth nickel-plated metal rods. The walls and ceilings are painted with white enamel and simple decorative patterns. Extensive use has been made of glass, porcelain, marble, and nickel-plated metal. The floors are lined with inlaid linoleum.

"The sick-room contains a good bed with iron frame and steel mattress and a removable nickel-plated lifting device. The horsehair mattresses are made in three parts to facilitate disinfection; a chest of drawers fitted into the wall contains several changes of bed linen. The sick-room further contains a bed-table with adjustable plate, an iron cabinet with marble plate and enameled case, an upholstered easy chair with iron frame and washable leather lining, and a divan also coated with washable leather, the hinging back of which can be used as an emergency bed, after covering it with horsehair mattresses. In addition to a drop-light, there is provided a portable electrical wall and table lamp whose light can be cut off by means of an enclosing shade. An electrical heating pan serves to heat the bed. There is, of course, the usual electric bell-call for the nurse, and a wall fan for ventilation. The sick-room is accessible from outside through broad folding doors in the side-walls, through which the invalid can be brought in on a stretcher or sedan chair.

"Adjoining the sick-room are the quarters for the attending physician or nurse. The furnishings here include sleeping accommodation and an upholstered seat coated with washable leather; further a folding table and a metal and plate-glass cabinet for medicines, surgical instruments, dressing, etc.

"A first-class compartment for the patient's relatives or friends is attached, this also being equipped as a sleeper. . . . . .

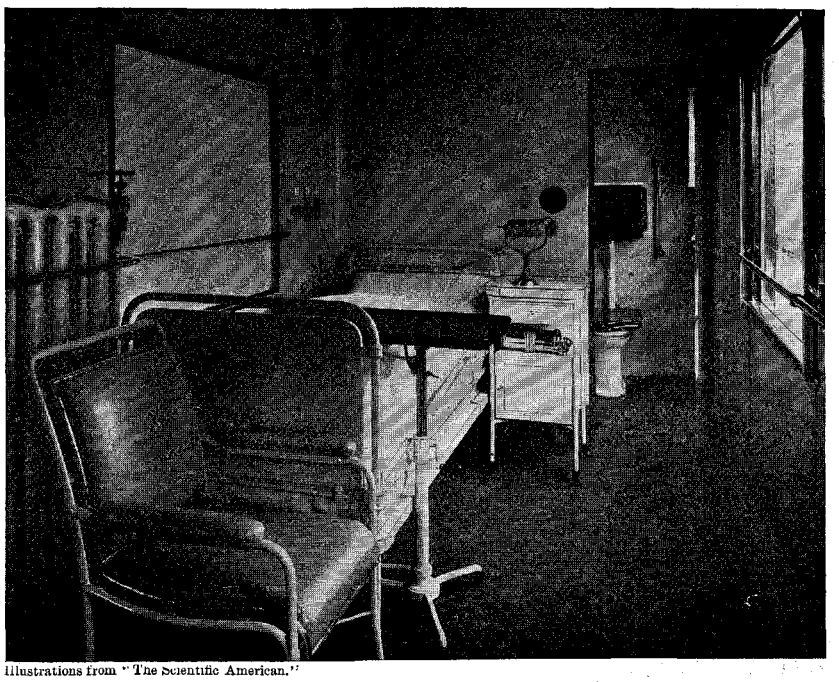
"The kitchen is equipped with an ice-box for food and drink and to store ice for medical use; there is a marble-topped table and a fire-clay sink on nickel brackets with self-locking water faucet. Under the kitchen table there is a small chest of drawers for polishing utensils and on top of the ice-box a crockery cabinet in which the kitchen linen is also kept. The kitchen is operated electrically, its arrangements comprizing two quick-acting radiators with Cardan suspension and a roasting-pan. Both the wall and ceiling are lined with sheet iron and painted with bright enamel. Over the kitchen as well as the lavatory are arranged water-tanks of tinned copperplate, containing a total of about 1,000 liters of water, thus providing an ample water-supply. These water-tanks can be fed directly from the roof or from underneath through a pressure conduit. The baggage compartment can be heated and contains a folding bench for domestics. A special lavatory is provided for general use. The passage also contains an upholstered hinging seat for domestics.

"All the sliding doors of the carriage run on ball bearings."

A NEGLECTED REMEDY FOR THE SMOKE NUISANCE

IN EFFORTS to abate the smoke nuisance emphasis has usually been placed on the combustion of the suspended particles, either in the furnace itself, before the gases enter the stack, or in the stack itself. The method of electrical precipitation, which simply causes the particles to adhere in masses, or attracts them individually to a charged plate, seems to have been neglected, altho known for years and developed to some extent commercially. It seems particularly adapted to cases where the particles are not combustible, as in the manufacture of cement, and in the refining of metals, where fumes are produced that are especially noxious. In *The Mining and Scientific Press* (San Francisco, August 26–September 2), F. G. Cottrell gives recent instances of the successful application of this remedy, and we may probably look for its wider use. Says Mr. Cottrell:

"The precipitation of suspended matter, whether in gases or liquids, may be accelerated by electricity in the form of either direct or alternating current, but the mode of action and the type of problem to which each is best applicable differ in certain important respects. Where an alternating electromotive force is applied to a suspension, the action consists for the most part in an agglomeration of the suspended particles into larger aggre-



Illustrations from "The Scientific American."

THE SICK-ROOM OF THE HOSPITAL CAR.

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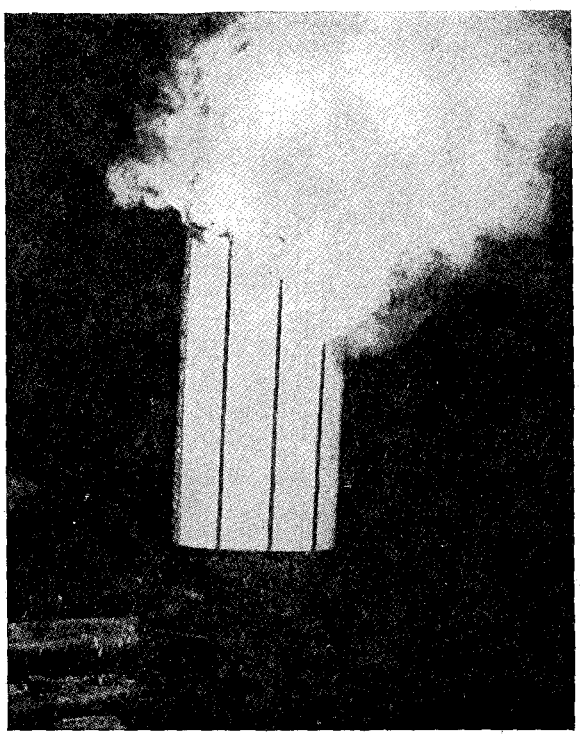
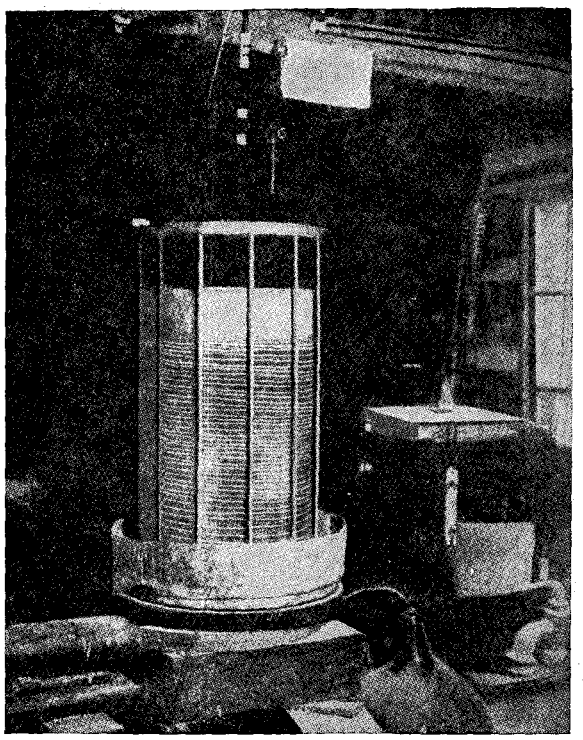


VOLUMES OF GASES BEFORE APPLYING CURRENT.



AFTER APPLYING CURRENT.

HOW THE ELECTRIC SMOKE-PREVENTER CLEARS THE AIR.

gates out in the body of the suspending medium and a consequently more rapid settling of these aggregates under the influence of gravity. Thus, if powerful Hertzian waves are sent out into foggy air, the alternating fields set up in space cause an agglomeration of the particles of liquid into larger drops which then settle more rapidly."

In the case of the voluminous and rapidly-moving gases of a smelter flue, however, this settling process is too slow, and it is necessary to charge the particles individually by electrified metal points so that they will fly to an adjacent and oppositely-charged metal plate. We read:

"The procedure actually followed . . . consists in transforming the alternating current from an ordinary lighting or power circuit up to some 20,000 or 30,000 volts and then commutating this high-potential current into an intermittent direct current . . . applied to a system of electrodes in the flue carrying the gases to be treated. . . . In laboratory experiments . . . fine sewing needles or even wire bristles answer very well, but when it is attempted to greatly multiply such discharge points in order to uniformly treat a large mass of rapidly moving gas at moderate temperatures, great difficulty is met in obtaining a powerful and, at the same time, effective distribution of current.

"It may be of interest to note that the clue to the solution of this difficulty came from an almost accidental observation. Working one evening in the twilight when the efficiency of the different points could be roughly judged by the pale luminous discharge from them, it was noticed that under the particular conditions employed at the time this glow only became appreciable when the points had approached the plates almost to within the distance for disruptive discharge, while at the same time a piece of cotton-covered magnet wire which carried the current from the transformer and commutator to the discharge electrodes, altho widely separated from any conductor of opposite polarity, showed a beautiful uniform purple glow along its whole length. The explanation lay in the fact that every loose fiber of the cotton insulation, altho a relatively poor conductor compared to a metallic point, was still sufficiently conductive from its natural hygroscopic moisture to act as a discharge point for this high-potential current, and its fineness and sharpness, of course, far exceeded that of the sharpest needle or thinnest metallic wire. Acting on this suggestion, it was found that a piece of this cotton-covered wire when used as a discharge electrode at ordinary temperature proved far more effective in precipitating the sulfuric acid mists, which were then the object of study, than any system of metallic points which it had been possible to construct. . . . In practise a more durable material than cotton was demanded for the hot acid gases to be treated, and this has been found in asbestos or mica, the fine filaments of the one and the scales of the other supplying the discharge points or edges of the excessive fineness required."

The writer describes the successful application of these principles in several large plants in California, where conflicts between the farmers and the smelter interests have been particularly acute, and where the operation of the electric precipitators promises a satisfactory solution. Of one plant Mr. Cottrell says:

"Filtration tests show that this plant, under favorable working conditions, precipitates between 80 and 90 per cent. of the suspended matter in the gas, the average over the whole period of operation to date being somewhat less. Under present operating conditions at the smelter, this represents some 6 or 8 tons of precipitate per 24 hours. The gas-treating plant as a whole, including flues, fans, motors, and electrical apparatus, cost, up to the time it was put in operation, a little less than $110,000. Altho many minor changes have since been made, none of the larger or more expensive elements of contruction has been greatly altered."

Of other applications, the writer says:

"Of the other possible applications of the process, one of the most recent to be actively prosecuted is the collection of dust from Portland cement kiln gases. The chief stimulus to this development has again been the nuisance to the surrounding population and its attendant litigation. This has been especially acute in southern California, where several cement plants are situated in the heart of an exceedingly rich orange country. In the case of the Coulton plant, with a capacity of 2,500 barrels per day, an injunction has already been issued by the court which, if sustained, will close the plant, unless they can control their dust, which the court estimates at present at some twenty tons per day. This case differs from that of the smelters in that here there is no question of damage from gases, but merely the deposition of a large tonnage of impalpable dust of lime and clay. . . . The dust itself is, furthermore, entirely devoid of electrical conductivity, but notwithstanding this, it is easily and completely precipitated by the electrodes when these are properly adapted to the new conditions. . . . . .

"Another extensive field in which it is hoped this process may

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find useful application is the cleaning of iron blast-furnace gas for use in gas-engines. . . . A question which naturally presents itself is whether this work has any bearing upon the coal-smoke problem of large cities. In answer, it may be said that for the great majority of cases at present the more logical line of attack would seem to lie in improved methods of combustion, to avoid making smoke in the first place, but in some special instances where such methods may happen to be particularly difficult of application, and the suppression of smoke is especially desirable, electrical precipitation may eventually be found of use, for experiments show that it acts upon ordinary smoke in essentially the same manner as upon the fumes and dust."

COMPASSES WITHOUT MAGNETS

THE EMPLOYMENT of the gyroscopic compass in the German Navy and its reported introduction into the English Navy furnish evidence that this device has now passed from the experimental into the commercial stage. In it we have a device that will indicate true north instead of the incorrect and variable "magnetic north" of the old compass; that will not have to be "adjusted" by a tedious process at the beginning of every voyage; that can not be deranged by electric storms or magnetic changes on board, and that seeks its pole with greater force and certainty than the magnetic compass. It is affected, to be sure, by perturbing causes that do not have to be considered in the case of the older instrument; but these are easily calculated and discounted. We translate an account of the newest form of the instrument from an illustrated article contributed to *Cosmos* (Paris, August 12), by H. Marchand. Says this writer:

"The gyroscope is a well-known instrument and few are now ignorant of its fundamental laws, first completely defined by the great physicist Foucault. . . . . .

"The first of these laws is that every gyroscope that is free to move in all directions tends to preserve its initial direction, and the second is that if a gyroscope is free to move in only two planes it must, at every point on the earth's surface except the poles, tend to set parallel to the earth's axis and consequently indicate the absolute north.

"A system of this kind avoids the causes of error that may influence the magnetic compass, and so the idea of using it in navigation has naturally attracted the attention of investigators, especially since the wide use of steel for shipbuilding has caused great difficulties in the use of magnetic instruments.

"But the means formerly at our disposal did not admit of giving the instrument a practically satisfactory form, and the numerous scientific men who have attacked the subject since Foucault's time have not obtained much success.

"A German experimenter, Dr. Anschütz, has nevertheless succeeded in devising a gyroscopic apparatus answering practical purposes. . . . The problem, however, was a delicate one; a serious inconvenience resulted from the fact that such a device is affected, in ordinary conditions, not only by the earth's rotation, but also by all the forces to which it may be subjected because of the ship's motions. To attain good results it was absolutely necessary that the compass should have what is called great gyroscopic resistance, opposing powerfully every effort to displace its axis, and that the friction of the system of suspension should be as slight as possible. Even so, however, the instrument does not return to its normal position for a considerable time, and after oscillation to one side and the other of this position; and in the interval it is exposed to new causes of perturbation.

"The great point was then to combine the gyroscope with some device to damp its oscillations. Anschütz first tried to use a second gyroscope; later, he found the solution in a simpler and more efficient device. His gyroscopic compass, tested in 1908, on the *Deutschland*, has since been used in the German Navy, and it is to be adopted also in the English Navy; others will doubtless follow their example."

THE GYROSCOPIC COMPASS.

Anschütz's compass is simply a floating gyroscope whose flywheel is kept spinning rapidly by means of an electric motor. If its axis is not in the plane of the meridian the rotation of the earth tends to change the direction of the compass, and the final effect of this, combined with the action of gravity, is to turn it toward the north-and-south line. This is shown by the demonstration-model seen on the next page; when the gyroscope is set in motion, and the brass meridian-circle is moved to represent the earth's rotation, the arrow points north. In the actual instrument the oscillations are damped by an ingenious device in which a current of air, produced by the motion of the gyroscope, acts in such manner as to bring it to rest in its normal position. We read:

"Like everything here below, the instrument may be subjected to disturbing influences; but the great advantage is that the disturbing causes are independent of the device itself, so that it is possible to allow for them by means of specially prepared tables.

"Another very important peculiarity is that the directive force may be made very much greater than that of a magnetized needle; it is commonly fifteen times as great as with a well-constructed magnetic device.

"The axis keeps in the horizontal and vertical planes, so that the rose can oscillate only about a north-south axis; it is thus easy to establish a point of contact on the east-west line; which makes the construction of an electric transmission system very simple.

"The equipment includes a principal compass provided with a transmitter, and receivers connected electrically with it. The principal compass and the transmitter are placed in a protected position and the receivers are distributed according to need." — *Translation made for* THE LITERARY DIGEST.

RUBBER PAVEMENT—A large area of the International Rubber Exposition at Agricultural Hall, Islington, London, is to be paved with india-rubber, and it is expected, says *The National Review* (Shanghai, China) as quoted in *American Industries* (New York, September), will give a fresh impulse to proposals for the use of this substance as a road material. We read:

"The arguments in favor of the adoption of rubber for road surfaces are its noiselessness and durability, combined with complete freedom from dust. It is, moreover, very readily cleansed, and, being wholly non-absorbent, would not require much watering. Everything, however, depends upon the question of relative economy. It seems almost impossible to contemplate the use of rubber in this way upon a large scale unless the cost of the raw material should sink permanently to, say, two shillings a pound. Very favorable results are said to have been obtained by the em-

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ployment of rubber blocks in roadways exposed to heavy traffic, and the amount of wear after many years has been almost inappreciable."

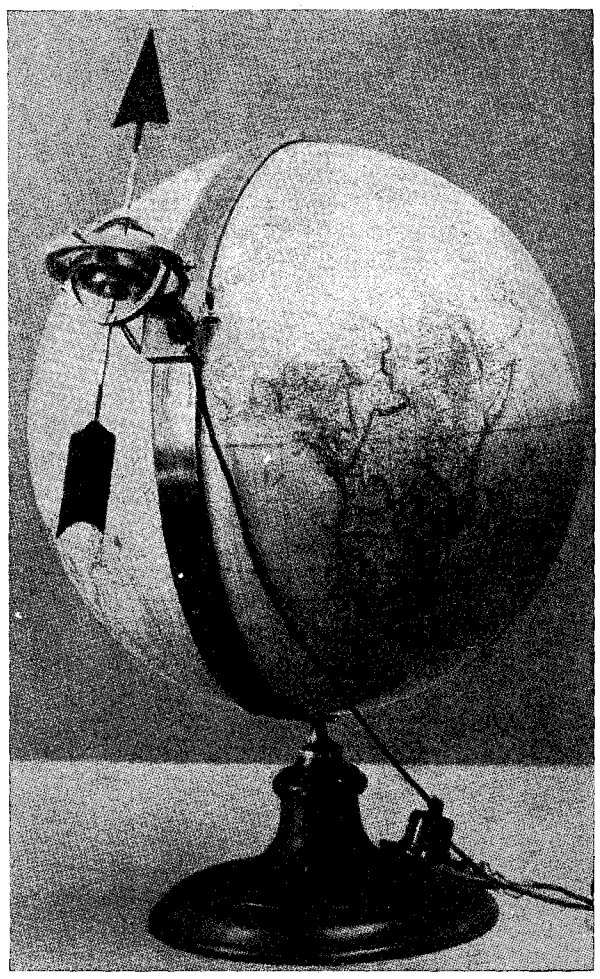
"ARTIFICIAL" LIFE

THE SUCCESS of Professor Bataillon, a French biologist, in causing unfertilized frogs' eggs to develop by mechanical and electrical irritation has already been noted in these columns. This and some other experiments in the same line have led writers in the daily press to announce the production of "artificial frogs," an expression which brings a protest from *The Scientific American*. The development of unfertilized eggs is no new thing; it is the rule in certain species. That we should be able to extend it to others is interesting and even sensational, but it brings us no nearer the artificial production of life. It might better be described as a prevention of death, and classed with the efforts of the medical man; for the egg is certainly "alive," to start with, and the experimenter simply causes it to keep on with its developments which it would not do if left to itself. In fact, we read:

"We are . . . no nearer the creation of 'artificial frogs' or 'artificial life' in any form, so far as actual control of the conditions that lead to the origin of living matter is concerned, than we were a dozen years ago.

"The problems involved in the work which leads to these sensational announcements are of two entirely different kinds. In the first place we have the question of the physical and chemical processes that go on in the living protoplasm, with the attempt to reproduce as far as possible a combination of molecules that will behave in some respects as does the living matter of a cell. If we could succeed in bringing together from the bottles in the laboratory a combination of substances that would react upon one another and upon the environment as does the mass of substances we call an 'Ameba' we should have succeeded in creating 'artificial life.' Many attempts have no doubt been made to create life in this sense. And many attempts—from those of Butschli to those of Leduc—have succeeded so far that they have reproduced some of the peculiarities of living things in non-living matter. But Professor Bataillon did not try to do anything like this. His problem was of an entirely different kind.

"He was concerned chiefly with the question, 'How does the sperm cause the egg to develop?' In attempting to reduce the influence of the sperm upon the egg to physical and chemical terms, the biologist may be said to deal with the creation of life, but the use of these terms in that sense is purely metaphorical. At any rate, this is the nature of the general problem with which Professor Bataillon is concerned, and his results are the logical successors of earlier experiments along the same line. Starting with Prof. Jacques Loeb's experiments, in which the unfertilized eggs of sea-urchins were induced to develop by the action of physical forces (osmotic pressure) and by various chemicals, passing to Loeb's later experiments in which the chemical action was analyzed further into its electrical factors, and from these to the experiments of Delage, who induced fertilization by means of electric charges, we have a continuous series of contributions to the solution of this problem. But from Delage's 'artificial parthenogenesis' by means of electrical charges through the surrounding medium, to Bataillon's artificial parthenogenesis by means of electrical charges through the unfertilized egg itself, is only a step—but an important step."



DEMONSTRATION MODEL OF GYROSCOPIC COMPASS.

In all of these experiments, the writer goes on to say, "the biologist has before him well-defined problems, but in none of them does he think that he is making 'artificial life,' he is simply causing eggs to develop under artificial conditions." To create life he would have to provide the egg artificially, as well as the stimulus for its development.

"Nevertheless these experiments are of importance, as well as of interest, for they lead not only to a better *understanding* of the fundamental processes, but also, eventually, to a surer *control* of vital processes, in animals and in plants."

BEETLES THAT GROW MUSHROOMS — Certain wood-boring beetles cultivate in their domains various species of fungi as food for their offspring. The kind of wood in which the tunnels are bored is carefully selected with a view to the successful cultivation of the fungi. These facts we owe to several recent investigators, of whom the latest is J. Bouverie, a French entomologist. Mushroom-growing ants have been known for a long time, and the list of insects that deliberately cultivate food for their young is probably not yet exhausted. Says Henri Coupin, writing in *La Nature* (Paris, August 26), of the work of Mr. Bouverie and his forerunners:

"When we examine the walls of the cavities made by coleoptera of the group of Bostrychides in the wood of our trees . . . we find a sort of white crust, which appeared to the earliest observer to be only a salty excretion. . . . It was not until 1844 that Hartig recognized that this crust was in reality formed by a fungus, and that its presence was responsible for the change in the color of the walls to brown.

"This fungus—there are in reality several species, which Mr. Bouverie has studied—is not a simple mold, which would be useless or even harmful to the insect. It is in reality very useful in forming a healthful and abundant food for the larvæ, which is proved by the fact that the latter develop better when the mycelium is more abundant. This is also explained by the fact that the filaments of the fungus end on the gallery side in globules, rich in glycogen and oil. Further, the fungi of the galleries bored by the Bostrychides serve in some sort as drains to draw off the nitrogenous matters in the wood and place them at the disposal of the larvæ. It has been noted that the Bostrychides bore their galleries only in quite fresh wood and in the inner bark, for only in these conditions does the fungus find the water and nourishment necessary to its development, as well as sufficient aeration. These conditions are so well adapted to the fungus that the tissue formed by it constitutes literally a pure culture.

"The first spores of the fungus seem to be brought in by the adult insects, either on the surface of their bodies or in their excretions. This sowing of the seed is evidently involuntary on their part; but both insect and fungus make the best of their association.

"There is a real symbiosis, for the fungus . . . finds itself located, by the act of the insect, in a very favorable medium, and on the other hand the insect finds in it a food sufficiently tender for its feeble jaws."—*Translation made for* THE LITERARY DIGEST.

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LETTERS AND ART

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LENNOX ROBINSON,
Playwright and Manager.

SARA ALLGOOD,
Leading Lady.

ARTHUR SINCLAIR,
Leading Man.

THEY ARE INTERPRETING THE IRISH MIND OF TO-DAY FOR AMERICAN AUDIENCES.

They bring from Dublin, as George Moore says, "the fragrance of bog-land and meadow-land and also of public-house-land."

WHAT IRELAND NOW OFFERS US

THE ABBEY PLAYERS, who are now in this country giving us exhibitions of the art of the theater as it is developed in Dublin, have nothing to do with conventional drama. They take no interest, as Mr. George Moore, the Irish novelist, puts it, in "the gentleman in evening dress and diamond studs beseeching a lady in silk attire to leave her husband." What has interested them is the life of the Irish people—peasant life for the most part, as may be seen in the plays of John Synge and Lady Gregory. There is also the drama of the working classes in their adjustment to newer economic conditions—phases of life which interest present-day writers in the Irish Theater movement like Robinson, Boyle, Martin, and Irvine.

Speech also is an element that marks this group off from the plays of the conventional theater. Their plays are couched in an Anglo-Irish idiom, perfectly understood by us, but "redeemed," as Mr. Moore again says, "from the idiom which we speak and in which our newspapers are written—an idiom dim and defaced like a coin too long in circulation." Mr. Moore gives an account of the plays and their players in the Boston *Transcript*. Mr. W. B. Yeats's address before the Drama League of Boston is also reported in the same paper. He declares that the new drama of Ireland tries "to recreate Ireland in an Irish way," by mastering what the peasant knows and by using that to understand what is written in the old manuscripts of Celtic Ireland. Their theater is thus "no artificial creation of a literary clique, but an expression of the Irish mind of to-day." This fact also explains, Mr. Yeats avers, how the players, "who are not peasants, but young men and women taken from various businesses in Dublin, have come to understand the peasant so well." Mr. Moore does not hesitate to compare them as actors with the French actors of the Palais Royal whom he knew well in the seventies. He writes:

"We are tempted to think the past always better than the present; but, hand upon my heart, it is impossible for me to say that I ever saw a better actor than Arthur Sinclair, of the Abbey Theater, in his best parts. Sinclair in the part of the drunken publican in 'The Playboy' is one of my most distinct playhouse memories, and nearly as distinct is my memory of Miss Maire O'Neill in the part of *Pegeen Mike*. That 'nearly' should be crossed out, for in certain scenes I can see her as distinctly as Sinclair, and her part is the more difficult, for she is in every scene, whereas Sinclair only appears in the first and the third acts. She is in my opinion a most admirable actress in everything that she attempts, and I shall be surprized if my opinion of her is not indorsed by the entire American public.

"I know of no part in any play that demands from the actor so much tact and judgment as the part of *Christy Mahon*, the Playboy, and all the necessary tact and judgment are supplied by Mr. Fred O'Donovan. All the other parts in the play are what is known as straightforward acting; O'Donovan balances his on a needle's point all the time and at any moment it is easy for him to lose the sympathy of the audience.

"J. M. Kerrigan is an excellent actor, a little more thoughtful and less spontaneous than Sinclair—an admirable comedian. Sydney Morgan I remember very well in his impersonation of *Christy Mahon's* father (the father that was supposed to be killed by the blow of a loy) and I never have been disappointed by him in any part that he ever played. . . . . .

"The Abbey Theater Company are going to America and they will bring with them the fragrance of bog-land and meadow-land and also of public-house-land."

Boston has already confirmed much of Mr. Moore's opinion. Mr. Parker in *The Transcript* writes that "no company within Bostonian memory has so played as a team, and it would be ungracious and futile to try to differentiate its members as individual talent." On another day some special morals were drawn from the versatile work of Mr. Fred O'Donovan:

"His first appearance was as the young son in the tragedy 'Birthright,' *Hugh*, the brilliant, athletic, hearty, lovable youngster that so displeases his father by his thoughtless indifference to the farm. Such a performance of handsome, masterful, exuberant youth would have fastened forever upon an American player a host of just such other parts. He would have become a popular 'juvenile lead'—even a small starlet in large type. But at the Abbey Theater, Dublin, such is not the way. If it were, we should lose Mr. O'Donovan's delightful impersonation of the callow youth in 'Hyacinth Halvey,' with his comic distress over the embarrassments of the good character that he has acquired and his desperate attempts to rid himself of it. And what young American actor, however good, would be given the part of the second old man in 'The Workhouse Ward'? Perhaps it is only fair to ask also what young American actor could have played the part so well, the churlish body, the sour, cracked voice, and above all the disgruntled glance? We do not give our young actors the

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opportunities and the practise that make them such finished players as Mr. O'Donovan."

Mr. Yeats in his lecture gives an account of Synge and the other writers of the Abbey Theater. He met Synge in Paris in 1907 and persuaded him to go to live in the west of Ireland and write about its people.

"He was very poor himself, tho of an old family, and a fine scholar. He had lived with German peasants in the Black Forest, and with a chairmaker in Paris, and brought his fiddle everywhere that he would be more welcome. I got him to come back to Ireland, and there in the Aran and Blasket Islands he found a life after his own heart. There he escaped the squalor of the poor and the nobility of the rich. He had nothing of the modern humanitarian; he had no interest in economics, no interest in social forces, and he had little of the Irish politician. He was a Nationalist, but he never spoke of politics, nothing interested him but the individual man, in fact I think his own ill health and poverty had made individual destiny momentous to him. All the things that we forget, in the excitement of newspapers and crowds and business, were always present to him. In one of his early poems he asks on his twenty-fifth birthday if the twenty-five years to come are to be as evil as the twenty-five gone by. But gradually he attained happiness through his art, coming to see in his individual infirmities but a sort of burning-glass that gathered for his study the general lot of men. All became but a subject for artistic creation, and an occasion for the creative joy.

"It was inevitable that a man like this, who seemed ignorant of the mere existence of all these Irish controversies, should outrage the feelings of the crowds. Just as he felt in his own life continual struggle between his ideal purpose and his infirmity and his poverty, so did he see in the world about him an ideal dream and a grotesque reality. He knew the country places as no Irish writer for fifty years has known them, but he selected

WILLIAM BUTLER YEATS,

Who helped to found the New Irish Literary and Theater Movement and who has provided the Abbey Company with their most effective poetical plays.

from them strange passionate and grotesque types, to set beside his dream. It was no malice, no love of mischief, that made him imagine instead of colleens of the old sort, and the good young men of Boucicault, blind *Martin* and his wife, in 'The Well of the Saints,' the erring wife in 'The Shadow of the Glen,' the fantastic mistaken hero-worship of the people in his 'Playboy of the Western World.' He took his types from reality indeed, but exaggerated them and arranged them according to his fancy, until he had created something as strange as the wandering knight and the *Sancho Panza* of Cervantes. I can imagine some patriotic Spaniard saying to Cervantes, 'Do you really pretend that this fat, cowardly peasant, and this crack-brained knight are typical of the peasants and the gentlemen of Spain?' I can imagine others, even without any patriotic bias, asking why he gave

LADY GREGORY,

Who has not only written many of the most successful comedies of Irish life that the Abbey Players present, but takes with Mr. Yeats an active part in the management.

them such strange types. He, too, took from life the violent and incomplete that through its symbolism he might reveal a heroic dream. When we have filled our minds with the work of Synge we remember even more vividly than the strange persons he has created, blind *Martin's* dream of the splendid life that might be, *Nora Bourke's* preoccupation with the fine men she fancied, the *Playboy's* poetical reveries of far-off exciting things. Dublin for a time saw but one-half his meaning and rejected him, rioting for a week after the first performance of his greatest play, rejecting him as most countries have rejected their greatest poets. But Dublin has repented sooner than most countries have repented, and to-day the 'Playboy' is played constantly in Dublin to good houses, drawn from all political and social sections. The six days' rioting was his laurel wreath."

Lady Gregory's plays found immediate favor, "for she attracted, not by the harsh, but the gracious elements of life. . . . There is no bitterness in her laughter, in her vision, no delight in the grotesque things." Of the younger men Mr. Yeats speaks:

"Our other dramatists, Mr. Robinson, Mr. Murray, Mr. Boyle, Mr. Irvine, are less full of the folk life; probably they may be half conscious of some reaction against us older writers, because at moments they seem almost as much interested in economic problems as a Galsworthy or a Shaw; but what interests me most in their work is that by their means we are setting upon the stage the life of most classes in Ireland that have anything Irish about them. We have begun to go beyond the peasant to find themes in the workhouse parlor, in the house of the strong farmer, in the seminary and the shop."

The Abbey people are also innovators in the matter of stage scenery. Everything used is kept as simple as possible. "We must rid ourselves of realistic representation of open-air scenes," says Mr. Yeats, and "replace it by suggestion, as in the Japanese theater, by harmonies of color and form."

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VIEWS OF TATTERSHALL CASTLE, WHICH IS REPORTED SOLD TO AN AMERICAN

"One by one our great paintings have left us for America," says the London *Globe*, "and now even our buildings are being carried away."

THE DEVASTATORS OF EUROPEAN ART

EUROPE seems bent upon making the American millionaire the most colossally abhorrent figure that modern life has evolved. Not only does he loom as the resistless competitor for works of art in the open market; but now he is revealed in a more sinister phase. He is figured as the receiver of stolen goods on such a scale that his ghoulish satisfaction can be enjoyed only by himself. It seems to be a growing conviction that the "Monna Lisa" will some day be found concealed in the strong room of one of our plutocrats. Until that day, he, of course, must keep the matter dark from his most intimate friends; may only let himself into the secret room in the dead of night and there court the mysterious smile of the vanished lady. Not only is the millionaire pictured as a fence, he is set forth as a dupe and a fool. A dispatch from Paris to the New York *Times* tells us that Mr. Drioux, the examining judge in charge of the case of the stolen picture, "is on the track of a powerful international gang of thieves which is wonderfully organized, and has connections in France, England, Germany, Belgium, and Italy. The gang has been proved, by information given and minutely verified, to have been responsible for all the important thefts of pictures and art works from museums, churches, and private collections during recent years." We read further:

"An individual now in prison on a charge of stealing one of Franz Hals's canvases, from a Belgian museum, has been closely interrogated by M. Drioux, in consequence of certain articles published in *Le Figaro* and *Le Matin*, and it is from him that information has been elicited which may lead to the discovery of the missing picture. The prisoner has made the sensational statement that this association of thieves has no difficulty in disposing of anything it steals to collectors in the United States, and that the greater the sensation made at the time of its disappearance the more easily it can be disposed of, and the greater the price that can be obtained.

"'There are hundreds and hundreds of collectors,' states M. Drioux's informant, 'in America, who accept the outcry made by the theft of some art treasure as the best guaranty of its authenticity when it is offered to them. And yet, if they only knew!'

"And he went on to explain that the gang has studios in Germany and France, and even in Paris suburbs, where particularly clever artists are employed to make a number of reproductions of stolen works of art with a skill which defies detection. These forgeries are easily palmed off on wealthy collectors, who are further handicapped by the fact that they are of course obliged to keep their treasures under lock and key, and rarely even mention them except to trusted friends, and thus are ignorant of the duplicates owned by others. This, of course, is what the association trades on, and enormous profits are thus made. . . . . .

"Detectives are now making careful investigations in Belgium (where the gang is believed to have meeting-places in Brussels and Antwerp) and Germany, and any day may bring news of a number of sensational arrests."

Another outcry arises in England, where a bill is under discussion to restrict the exportation of the more notable national treasures in private hands. The New York *Evening Sun* comments on the panic precipitated by the reports—"wildly improbable reports"—of the transportation of Tattershall Castle to this country.

The points about the historic ruin, built in 1440 by Cromwell, Lord Treasurer of King Henry VI., are "the wonderful chimney-pieces" which bear richly colored coats of arms. They are described as "the finest in the United Kingdom" and were copied by Pugin for the Houses of Parliament. The ruin itself is regarded as "one of the finest examples of medieval brickwork in England." The rumor about its removal states that the half million bricks will be taken down, numbered, and carefully packed to aid reerection. The prospective owner is to pay between twenty-five and thirty-five cents a brick. *The Evening Sun* reflects English opinion thus:

"'One by one our great paintings have left us for America,'" whined the London *Globe*, 'and now even our buildings are being carried away.' *The Globe* does not love us:

"'It is but cold comfort to reflect that in any part of the United States it will look grotesquely out of place, and that most of the inhabitants of that great, but unpicturesque country will prefer the native skyscraper. It will certainly be far less convenient, and, reerected in America, it will appear about as much in harmony with its surroundings as a Sèvres jar in a canning factory.'

"Cold comfort, indeed, when America will not stick to its proper business of canning. It is entirely the fault of the American canner that prices are now so outrageously high. *The Daily Mail* states the case clearly:

"'The inflation is the result of the vast scale of modern American fortunes. Trust magnates, having nothing else to do with their money, have taken to competing with each other for the possession of the rare and precious objects and artistic treasures of the Old World. China and old pieces of furniture which twenty years ago would have sold for a few pounds are now vended for thousands. The works of the Old Masters can not be bought except for sums which of old would have sufficed for a king's ransom. As it was a British fashion a century ago to collect, tho at a lower range of prices, a steady transfer of artistic objects from British to American shores is taking place.'

"Apparently it never occurs to these disappointed patriots that the extravagant prices paid nowadays for works of art may possibly be due in part to the demands of their own dispensers of heirlooms. Lord Lansdowne, indeed, was noble enough to offer his Rembrandt to the nation at a sacrifice of 5 per cent. on $500,000, but that was an exceptional sacrifice, which had the rare advantage of being perfectly safe, inasmuch as it was obviously potential. The fact is that the American collector has come to be recognized as the legitimate prey of dukes and dealers, and even when he won't bite he may still serve, as in the case of Tattershall, as a decoy for British patriots."

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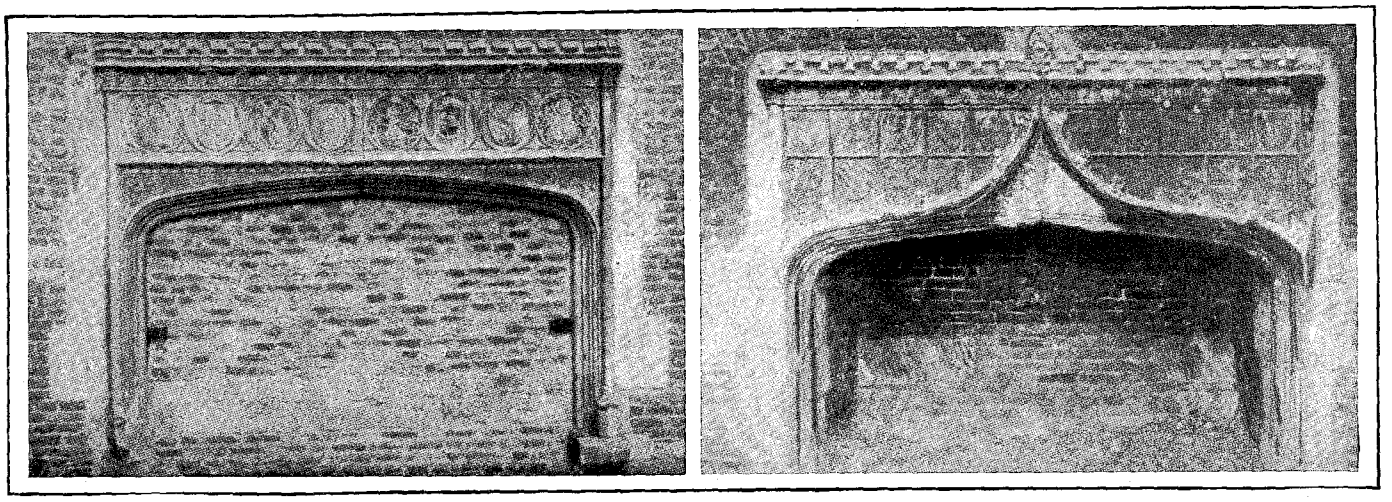


THE FINEST CHIMNEYPIECES IN THE UNITED KINGDOM. THE PRIDE OF TATTERSHALL CASTLE.

They were copied for the Houses of Parliament, and now are reported already torn from the walls where they have stood since 1440

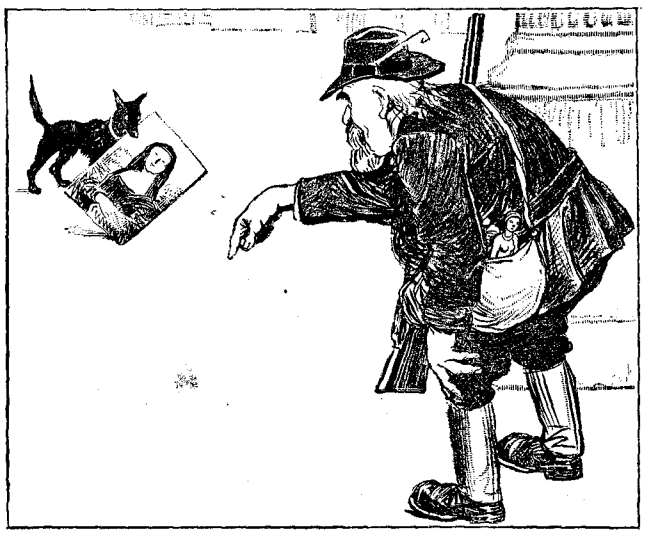
A JURY FOR YOUNG SINGERS

MADAME EMMA EAMES is the advocate of a "jury system" to decide upon the capacities of young singers before they go abroad to study. This is a new and practical contribution to an oft-debated subject. It does not imply a police commission standing at the docks to keep young singers from sailing away from their native shores; the singer herself has to decide whether she will invoke the opinion of the jury or not. By such means Mme. Eames thinks a way will be opened to prevent some of the shipwrecks that now are seen by those familiar with the European musical world. "The torments, the agonies, which thousands of young and tender American women are silently suffering abroad to-day," she declares, "are indescribably pitiful." Here is the scheme as outlined to a writer for *Musical America* (New York) by our great American prima donna:

"And of what nature should this jury be? A body of men perfectly and absolutely disinterested in the young singers who appear before them. An organization consisting of the most eminent musicians—conductors, violinists, pianists, and so forth — but *no singing-teachers*. A singing-teacher's main impulse on such occasions is to compare the work of a pupil as it then appears with what it was when the pupil first began to study, whereas his real duty should be to compare what the pupil now is to what it is her ambition to become. A jury of this kind, carefully weighing the vocal abilities of the pupil and taking into account the characteristic elements of her personality, would then decide whether or not the aspirant were satisfactorily equipped for the European struggle.

"And why not incidentally offer a medal or two and a few scholarships? Surely we do not lack millionaires who might do this! How often do they hand out their money to no purpose and to any one who happens to ask for it! England sends two medals to Canada every year as prizes in a *concours* of her home-trained singers and I have myself accepted the invitation to distribute this year's after one of my concerts in Victoria, Can., this winter. Prize-contest singing is one of the most important functions imaginable for the young vocal artist whose experience has till then been confined to singing before a narrow circle of friends and admirers, and who has lacked all opportunity to observe the achievements of others. It is like the case of a young girl who goes to a ball, her heart filled with elation at the thought that her gown is simply stunning and that she will not have the slightest trouble in captivating every one she meets. Alas! Upon her arrival in the ballroom comes the bitter disillusionment. She sees that there are other gowns so beautiful that her own sinks into insignificance by comparison and she is filled with dismay at her own self-deception.

"So it is with young singers. They have heard their work spoken of in glowing terms by teacher, parents, friends. But when they are brought together with many others in a competition, when they are obliged to sing in strange surroundings, when they see how far superior to their own execution of this or that is the execution of certain others, when they realize the enormous difficulty of some particular detail of vocalism, then it is that their eyes are opened to the immensity of the gap that still separates them from the goal of their ambitions. And, as a result, they will feel far less inclined to abandon their homes and try to carve out their fortunes alone and in a country with whose manners and customs they are totally unfamiliar."



A HINT TO HUNTER FALLIÈRES.

Instead of putting watch-dogs in the Louvre, why not send them out to track the thieves or fetch the loot? —Faivre in the *Figaro*.

Successfully to endure the stress and tribulations that Europe holds in store, declares Mme. Eames, "a girl must have a tremendous grip on herself, on life, on art." Further:

"She must have the quality of intense, dogged, uncompromising persistence. She should have the fundamental elements of voice-culture thoroughly instilled in her *over here;* and it is *over here* that she should be up and doing and earning money before she dreams of attempting to cross the ocean. Let her not delude herself into thinking that the vocal foundations can not satisfactorily be laid in this country. We have exactly as many good teachers here as they have in Europe—perhaps even a great many more—and the number of bad ones across the sea is fairly appalling. But, I repeat, the pupil must by all means start out by *practically accomplishing things here.* Far be it from me to imply by this that she should regard as an 'accomplishment' nothing less than an appearance in opera. The practise of attaching supreme importance to opera is a great error. Let all vocal aspirants bear in mind that the singer's domain is very much wider than the operatic territory. . . . The advantages of church and concert singing can not be overestimated and a young woman with ability, however great, has no right to scorn church engagements. I myself earned money singing in church and concert here in my own country long before taking my first trip to Europe. And when I finally did go I was fully conscious of the fact that in my voice I possest a marketable article. I had furnished some proof of my ability and so was confident of myself."

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RELIGION AND SOCIAL SERVICE

MR. TAFT ON PERSONAL RELIGION

PRESIDENT TAFT believes that as representative of the people he ought to go to church. He puts this belief into practise, but "the habit of church attendance is not merely exemplary." He has a "growing appreciation of its worth," says the Rev. Charles Francis Carter, his personal friend and college classmate, who has been getting the President's views on religion, both on the personal side and on the side of organized Christianity. They are published in *The Congregationalist and Christian World* (Boston) in a number (September 23) especially devoted to various phases of the "Men and Religion" movement. The President's enthusiastic support of foreign missions, of the work of the Young Men's Christian Association and other organized Christian bodies, has long been a matter of common knowledge.

It has been known that he is a member of the Unitarian Church, but not much has been printed about his personal religion. Of his churchgoing habit he says: "Each Sunday I come home feeling that the hour is well spent when the deeper things are presented to a man that he may think about them. It doesn't matter so much what you hear." He likes a text from Matthew or Luke rather than from St. John, "which was evidently written with a theological purpose." He prefers sermons on the life of Christ, and "feels that 'the wonderful parables and the simple story' have been frequently passed over for the more striking features of the gospel, such as the miracles." St. Paul does not greatly appeal to him, and he associates the Apostle to the Gentiles "with a certain type of the argumentative and straight-laced minister, to the apostle's disadvantage." We read further:

"This is a casual observation, and I presume he would not press the case. Yet I do not know when I have heard so fine a statement as he gave of the law of consideration for others. St. Paul said that if meat caused his brother to offend, he would eat no meat while the world stood; and, so saying, he opened widely a door of casuistry and perplexity. Mr. Taft said, regarding a possible mode of conduct, not immoral in itself, 'I wouldn't do it, because it would shock the sensibilities of certain persons that grow out of convictions I respect.' There one gets to the heart of the matter, the undefiled spring of brotherly regard, out of which gracious conduct flows, not as an exaction, but as free token of fundamental sympathy.

"Another indication of the same broad humanity appeared when we were noting the absence in his own temperament of the mystical element, yet he said with urgency: 'I wouldn't take away any tonic, or support, or inspiration that comes to any one from the mystical side of his religion.' His experience has been that of other broad-minded men who have a growing appreciation of 'forms that used to be utter mummery' to them and a discernment of the spirit underlying ceremonies that are foreign to their tastes.

"One would like to know about the public men of our day, how large a factor religion is with them, and how they impress one another in the more intimate relations. There was appreciation of the considerable number of public men who are sincerely actuated by high motives, the majority of whom probably are connected with the churches. There was decided comment on the temptation to accept religion formally as a mode of respectability, and indignant rebuke of the obtuseness that fails to see the moral principle involved, or, seeing it, lacks courage to maintain it. The shifting politician gets no countenance from him. Then the President, with impressive emphasis, exclaimed: 'O, the truth of the business is that the hope of the country is in the men who have in them a sense of obligation to a higher power that gives them a feeling of responsibility and of altruism, and an absence of self-regard; for these are the qualities that lead us to call them religious men.'

"No phrase can be more descriptive of this man's inner life and of the source of his strength than this 'sense of obligation to a higher power.' His judicial temper, his fairness and tolerance in getting at another's point of view, his strength of conviction and his unquestioning courage are elements and exponents of it. When I said to him: 'Your God is the God of righteousness,' the warmth of assent and the glow upon his face indicated a depth of feeling that can not be put into words."

It is the President's view that "public men of to-day are much more careful not to shock the religious sensibilities of the people than in the past." Qualifying:

"Of course this may be due to considerations of policy, yet it is also an indication of the growing force of religion as a thing to be reckoned with. These men 'recognize tremendous power for good that can be put into operation through the churches when aroused,' and this is due not only to the fact of organization, but especially to the strength of the motives that are brought into play under the religious sanction."

There is "nothing of the mystic" in President Taft's composition, says Mr. Carter, adding:

"Unless it be the spirit of reverence, which is a marked characteristic, and with little concern for the field of speculative thought, in simple fashion he heartily accepts the principles of Jesus Christ and believes the Master's spirit to be supreme in the proper conduct of life. He puts it forcibly: 'Looking out on the history of Christian civilization, the moving power of what Jesus taught, a man would be a fool to deny.'

"His is a practical faith that yields an unalloyed satisfaction as it is put into practise. 'In life there's no happiness I know of that is equal to the joy of service and of having done something for somebody beside yourself and having had a pure motive in doing it. For you can't have that feeling without recognizing some higher existence to whose views you are conforming.'

"Under President Porter we used to have a course of lectures on the Evidences of Christianity. They were more convincing of the earnest search for truth on the part of the lecturer than in respect to their main thesis, altho they were not weak, estimated according to the method of their day. Yet I have often thought that their highest value lay in the dominating candor that even obscured the main contention. I wonder how that tolerant soul would feel could he hear his former pupil say: 'I've got beyond the time when it's necessary for me to speculate.' 'I have a confidence that there's something I don't know and can't formulate, but to whom I can be loyal.' 'Each man is here for a purpose'; whether in village or city, in State or nation, all 'are working in the interest of others and under an obligation that finds expression in responsibility to a higher power.'"

Mr. Taft's impression of organized religion and its practical value has been strongly affected by his experience as an administrator, says Mr. Carter, with an illustrative example of the enthusiasm with which he supports the missionary cause:

"A few years ago some classmates were talking with him, and one of them exprest a view which is not infrequently held that the missionaries, while men of excellent motive, are generally ineffective and cost more than the results of their labors warrant. He turned upon the speaker and said: 'No, you're wrong. I used to think that way myself; but now I've seen the facts as they are, I've changed my mind.' Those familiar with his utterances on the value of foreign missions understand how positive are his convictions on that subject. He looks upon the missionaries as 'the outposts of civilization.' They present the most favorable point of contact between the East and the West.

"The President has observed in the Orient that there are three classes of foreigners who come in touch with the natives: the officials of the governing country, the missionaries and the traders. Unfortunately, the traders generally are men of a low standard of business morality, who exploit the natives by various devices, such, for instance, as by buying at silver prices and selling at gold. The result is bound to be deplorable and destructive of native confidence. The only persuasion that can reach the people of these lands, favorable to our civilization, is through the missionaries, who have the altruistic motive and who present our highest ideals, and by the justice and square-dealing of the government agencies."

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REFORMS UNDER THE CARDINAL'S BAN

THE HEAD of the Catholic Church in America, Cardinal Gibbons, has exprest his disapproval of three political propositions earnestly advocated by some of our reformers—the referendum, the recall of judges, and the direct election of United States Senators. Whether the Cardinal's words will affect the progress of these panaceas will be of interest alike to religious and political observers. It may be purely a coincidence, but two days after the Cardinal's sermon on the subject we read that, by the action of the New Jersey Democratic State Committee, the initiative, referendum, and recall were ruled out of the State platform, altho Governor Wilson's party were expected to enroll themselves on the side of such legislation.

Cardinal Gibbons' utterances on the subject formed part of his jubilee sermon, marking his fifty years as a priest and twenty-five in the Cardinalate. The New York *Tribune* reports him as saying:

"No man should be a drone in the social beehive; no citizen should be an indifferent spectator of the political, moral, and economic questions that are agitated around him. At the present moment there are three political problems which are engaging the serious attention of our public men.

"It is proposed that United States Senators should be elected by popular vote, instead of being chosen by the legislature, as is prescribed by the Constitution.

"It is proposed that the acts of our legislature, before they have the force of law, should be submitted to the suffrage of the people who would have the right to vote.

"It is proposed to recall or remove an unpopular judge before the expiration of his term of office.

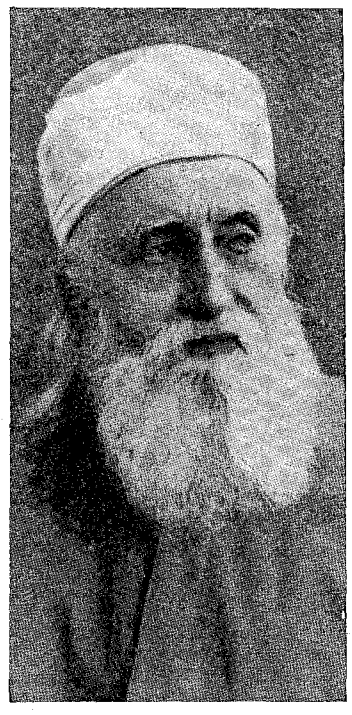
"No one questions the ability, the sincerity, and patriotism of the advocates of these changes in our organic laws. But I hope I may not be presumptuous in saying that, in my opinion, the wisdom of the proposed amendments must be seriously questioned.

"The election of Senators by the votes of the people involves the destruction of a strong bulwark against dangerous popular encroachments. The reason given for the contemplated change is that many of our State legislatures are charged with being venal, and that it is easier to corrupt the legislature than the whole people. In reply I would say: If you can not trust the members of the legislature, how can you trust their constituents, from whom they spring? If you can not confide in our legislatures you can not confide in human government or in human nature itself. If a few of our legislatures have been found guilty of bribery, it is most unjust to involve all the others in their condemnation. I have sufficient confidence in the moral integrity of our legislatures to be convinced that the great majority of them have never bent the knee to Mammon.

"To give to the masses the right of annulling the acts of the legislature is to substitute mob law for established law.

"To recall a judge because his decisions do not meet with popular approval is an insult to the dignity, the independence, and the self-respect of our judiciary. Far less menacing to the commonwealth is an occasional corrupt or incompetent judge than one who would be the habitual slave of a capricious multitude, who has always his ear to the ground trying to find out the verdict of the people.

"The Constitution of the United States is the palladium of our liberties and our landmark in our march of progress. That instrument has been framed by the anxious cares and enlightened zeal of the Fathers of the Republic. Its wisdom has been tested and successfully proved after a trial of a century and a quarter. It has weathered the storms of the century which is passed, and it should be trusted for the centuries to come. What has been good enough for our fathers ought to be good enough for us. Every change, either in the political or religious world, is not a reformation. Better to 'bear those ills we have, than fly to others that we know not of.' Every man that runs about waving a new panacea for social evils is not to be worshiped as a political and moral reformer. We all remember the story of Aladdin and the wonderful lamp. Better to trust to the old Lamp of the Fathers, which has guided the steps of the American people for four generations, than to confide in every *ignis fatuus* that may lead us into dangerous pitfalls. Do not disturb the political landmarks of the Republic."



ABDUL BAHA (ABBAS EFFENDI),

The leader of the Bahaist religion, who attended the Brotherhood conference in London. On the change of the Turkish Government three years ago he was released from his forty years' confinement in Akka.

A BROTHERHOOD MESSAGE FROM THE EAST

PERSIA IS SHOWING to the world an example of religious unity that seems to make Western efforts in the same line appear elementary. Mohammedans, Christians, Jews, and Zoroastrians are finding a point of approach without surrendering the vital elements of their individual faiths. This is called Bahaism, whose central dogma is "the unity of mankind; and consequently, peace between all nations." It has, to be sure, the further aim of "the renovation of the teaching of the prophets whom God has sent into the world, and its presentation in a form suitable to our time." The leader of the faith, Abdul Baha (Abbas Effendi), has been visiting London to attend the international session of the Brotherhood conference. To that center of many interests he is able to represent such facts of brotherhood among the divergent sects of Persia's religionists as these which he stated in an interview with Dr. R. J. Campbell, printed in *The Christian Commonwealth* (London).

"There is no more any war between them; each honors the head of other religions: Mussulmans are honoring Moses and Christ; Christians are honoring Mohammed and Moses; Jews are honoring Jesus and Mohammed. They have learned to love one another, and are becoming one. The cause of unity is the cause of life itself, it is divine; that which leads to division or hatred is satanic. Religion should make for unity. The prophets did not come to bring about distrust and separation. Ignorance is the cause of division and hatred. Religion is like medicine; it is meant to cure, but in the hands of unskilled or bad physicians what should effect a cure may create disease, what should give life may cause death. Therefore we must strive with all our strength, with all our heart, to promote only that which leads to unity and life."

It is not surprizing, remarks Dr. Morgan, that people in increasing numbers "are attracted to the Bahai faith by its catholicity, the loftiness of its ethics, the simplicity of its teaching, its complete freedom from narrow and exclusive dogma." He adds:

"It has no organization, no hierarchy, no ritual, no fixt places and times of meeting; in short, it is spirit and life. It does not seek to proselytize; you can be a Bahai without ceasing to be a Christian, a Jew, or a Mohammedan. There are adherents of the Bahai faith in every country in the world; in Chicago a monthly organ has appeared, *The Star of the West*, printed partly in English and partly in Persian."

The Brotherhood movement in England, to whose convention the Eastern leader presents his gospel of unity, grew out of a movement first known as the "P. S. A." (Pleasant Sunday Afternoon). It has now become, says *The Christian Commonwealth*, "a national and international crusade for righteousness, brotherhood, and peace." Its avowed aims and objects are:

"'(1) To lead men and women into the kingdom of God.

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"'(2) To unite men in brotherhoods of mutual help.
"'(3) To win the masses of the people for Jesus Christ.
"'(4) To encourage the study of social science.
"'(5) To enforce the obligations of Christian citizenship.
"'(6) To preach the unity of social service.'

"The motto of the movement, 'One is your Master, even Christ, and all ye are brethren,' enforces '(1) personal loyalty to Jesus Christ, and (2) responsibility for the social conditions under which the people live.' Altho no complete census of the Brotherhood Movement has been taken, it is estimated that there are at least 600,000 members of Brotherhoods in Great Britain. There are forty district and county federations and over 2,000 societies. The London Federation alone has 300 affiliated societies, with a membership of over 56,000."

At the great Albert Hall demonstration, Mr. C. F. G. Masterman, a Member of Parliament, addrest the members of the movement and took his text from the recent laborers' strike. His words are partly quoted directly and partly condensed by *The Christian Commonwealth* thus:

"Mr. Masterman commented on the fact that all papers were agreed that the violence exhibited in the recent upheaval was not the work of the men on strike, but of hooligans. 'Is that the end of the matter?' he asked. 'No, it is only the beginning. Who are the hooligans? From what lairs do they emerge, and to what lairs do they return? What right have we, as a Christian country, to accept the permanent existence of such a class?' If examination showed that these so-called hooligans had been given a chance from birth to develop into useful citizens, then whatever we might endeavor to do through public action or by the miracle of personal salvation, we might at least claim that our collective conscience was clear. But if from birth these so-called hooligans had lived in a condition of want and ugliness and semistarvation in overcrowded homes, if as boys they had been driven into blind-alley occupations, and if, in return for these social crimes, they had determined to make war against society, then could the collective conscience of a Christian nation claim to be clear from responsibility? 'What is the good of building cathedrals and great central halls of worship when under their very shadow human beings are forced to exist under conditions more intolerable than the world has ever seen?' That was the most applauded sentence of the meeting."

RELIGIOUS SIDE OF EUGENICS

CAN A CHRISTIAN be a Eugenist? Can one professedly devoted to spiritual things and to a preparation for the future life encourage marriages based on racial betterment instead of love? Can he join in a movement to bar the unfit from matrimony entirely? This is a question debated by both Catholic and Anglican, with misgivings about wholehearted acceptance. The answer can be affirmative, says an Anglican writer in *The Church Times* (London), only "if the Eugenist is aiming really at well-being, including in well-being all that goes to make a man—body, soul, spirit, mind." It is objected that Sir Francis Galton's society seems "carefully to exclude soul and spirit by its very definition of eugenics as being 'the study of agencies, under social control, that may improve the racial qualities of future generations, either physically or mentally.'" The defense of apologists that spiritual culture is included under the head of mental is weakened by the appearance of being an afterthought. The writer of the present article takes up another written by Father Gerrard recently for *The Dublin Review*, in which the subject was considered from a Catholic standpoint. By quoting the Anglican's examination of the Catholic's article we are enabled to throw a concurrent light upon the subject from both. The Anglican proceeds:

"There is positive eugenics and there is negative eugenics. The former has not yet been developed, for Galton's earlier notion is now discarded, of granting certificates, indicating a large capacity for labor with an eagerness for work, as these were the prime qualities for making the race flourish. The latter appeals more to the wide public. How shall unfit subjects be eliminated, and what are the unfit subjects? Now Father Gerrard has little difficulty in showing that 'the eugenist has been carried away by the initial racehorse and borne on to the wrong track. The illustration of breeding for points is not one that is applicable to a being with a spiritual nature.' He shows us how the primary consideration was a fine physique and a good constitution, how intelligence came to be a requisite, and then how Dr. Saleeby showed that 'for an intelligent and muscular citizen a mother's love is wanted.' It requires no *per saltum* to show that the 'spiritual man' is required.

"'But (says Father Gerrard) revelation and grace are, from their very nature, helps toward a higher and other life than this. The revelation, indeed, makes known the nature of that other life, assures man that he is destined to it, and that he is heir to all necessary help to attain to it. Any proposal, therefore, for the improvement of the human species which does not take these facts into account must be regarded as so far unscientific.' . . . .

"This is excellent, and Father Gerrard proceeds to examine certain eugenic proposals in reference to it. He deals with the 'racial poisons' which affect reproduction so seriously. He soon finds that the Eugenist proposes segregation and sterilization. Then there are insanity, feeble-mindedness, epilepsy, tuberculosis, etc. He admits that as a principle a government has a right to compulsory segregation and surgery if such action is necessary. As regards surgery, he makes a good case against it. Even Saleeby is hesitant. 'We are dubious as to the help of surgery. . . . It is necessary to be reasonable, and, in seeking the superman, to remain at least human.' But segregation is a different matter. He describes the well-known school for the feeble-minded at Waverley, Massachusetts. This school sets out not only to segregate but to get the best use of the limited capacities of the patients. There are 66,000 such feeble-minded in this country. 'How many of them would only be too willing thus to be segregated?'"

The Catholics, we are told, are about to establish a home of the same kind at High Wycombe, England; and the White Sisters who are to be in charge have been studying the methods at Waverley. Further:

"Fifty feeble-minded girls are to be taught gardening, poultry-farming, bee-keeping, etc. They have a theory at Waverley that in the small details of such work the patients find full occupation for their minds, and that this is the secret of the manifest happiness of the inmates. Father Gerrard points one danger, and of this danger I heard something in America. 'Catholics, therefore, need to exercise a strong vigilance lest, under pretense of eugenic reform, the rights of the poor are infringed. Poverty is no bar to the sacrament of marriage. In so far as the poor are the victims of these [economic] causes and are not subject to the racial defects mentioned above, so far must they be protected against the indiscriminate zealot who would deprive them of their most precious rights.' Just so, and the rich feeble-minded must be just as rigorously segregated as the poor, and with the same discipline. The eugenic movement is too often exprest in terms which seem to indicate that it provides a remedy for economic evils. The Mill-Malthus heresy need only be curiously examined to find the same objectionable feature.

"Even more deeply we must go if we are to act in the spirit of true eugenics. Nothing could be more admirable than Father Gerrard's statement of positive influences. We may smile at his claim that his Church has promoted the eugenic principle in respect of marriage and when he quotes *Ne Temere* as an instance. The famous marriage of the Duke of Aosta stands as a striking example of the Church 'impeding' consanguineous marriages! But he certainly makes a fine protest against the theory that man's betterment is essentially 'a matter of germ-plasm, milk, fresh air, sentimental art, and illuminated certificates.' So when Dr. Saleeby attacks celibacy on the ground that 'these gentle natures had no continuance' there is an obvious retort, which Father Gerrard does not make.

"Possibly these devoted celibates kept alive, in the bosom of the Church, the spiritual fire, the gentle aspiration, the spirit of charity, which softened and illumined the lives of all around them. Possibly their works had a continuance through the ages to which Dr. Saleeby is not so blind as he would appear to be. Possibly, too, we have something to learn to-day in respect of the control of appetites, by which we might approach toward a true eugenics, a 'spiritualized and divinely illuminated moral force.' And it may be that, after all, here is the only eugenics worth having."

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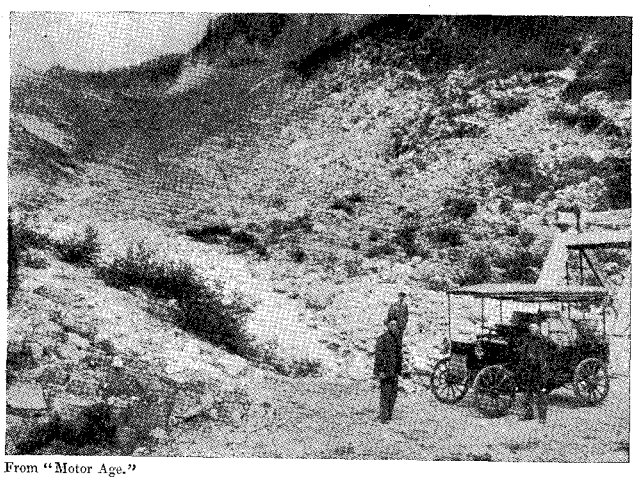
MOTOR-TRUCKS AND MOTOR-CARS

MOTOR-TRUCKS FOR FIRE DEPARTMENTS IN LARGE CITIES

NOT ONLY in New York but in other large cities, including Boston, London, and Berlin, fire-motors promise soon to displace completely all fire vehicles drawn by horses. By the first of March, 1912, New York City expects to have installed one hundred and fifty motor-driven vehicles, costing $750,000. These machines will include all kinds of fire apparatus—pumping-engines, hose-wagons, hook and ladder trucks, tenders, and general utility vehicles. The present type of steam pumping-engine will be gradually eliminated, and motor-driven machines will take its place in all districts where, because of the absence of high-pressure water service, pumping is necessary.

By the first of September New York already had twenty-nine motor-driven vehicles in her Fire Department. Of these, nineteen were merely cars for the use of employees of the department; the others were fire vehicles proper and include four hose-wagons, a steam-engine, water tower, and four general utility trucks. Fourteen other vehicles had been contracted for. On October 2 the existing equipment of the city was assembled for public exhibition in front of the City Hall in the Mayor's presence. A writer in the New York *Evening Post* describes the cars in vermilion and the apparatus in nickel and cream as making "an interesting and imposing spectacle," giving "an inkling of a new day, soon to come, when all the steamers and hose-wagons will travel by gasoline, and the time-honored fire horse will be known only in books." The Mayor made a personal inspection of the apparatus. The writer gives as follows a pleasing account of some of the incidents of the occasion:

"The passing régime was represented, however, by the two veterans of the department. The Abbot and Brentwood, two

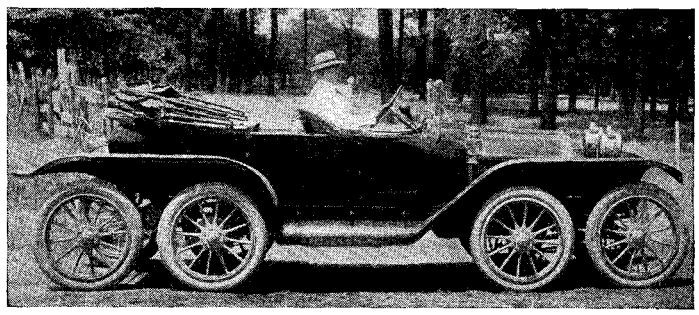


From "Motor Age."

A DELIVERY WAGON AT THE FOOT OF A GLACIER ON MOUNT TACOMA.

chestnut horses, who, tho they have served twenty-five and eighteen years respectively, in the department, still arch their necks and prick up their ears at the sound of the gong. The Abbot does service now on a fuel-wagon, while Brentwood is still one of a steamer hitch. They appeared to-day with garlands hung about their necks; and while their presence might have been twisted about in some way to prove that the mechanical order of things was better, it could not have imprest the romancer that way. For, as everybody knows, the handsome horses in the Fire Department have been one of its distinguishing features for a half-century or more. Mayor Gaynor stopt to pat the horses. He rubbed their noses as earnestly as if he had been at a country fair. As he turned away a photographer asked him to repeat the nose-rubbing. The Mayor went back and placed a hand on Brentwood's mane.

"Chief Kenlon had his back turned, or what happened just then never would have happened. Seventy-two firemen, who had been standing at attention during the inspection, sprang to their positions on the apparatus and got into action, eighteen engines began thrashing, and some of the drivers sounded their sirens. The Abbot and Brentwood began careering around like small boats in a high wind, and the Mayor in his high hat executed some quick steps out of the way. He went up a step higher on the City Hall plaza and held up his hand as a signal to turn off the noise. When this had been done the nose was rubbed for ten seconds while the motion-picture man turned his crank."



THE CAR WITH EIGHT WHEELS.

In Boston, a complete substitution of motor- for horse-drawn apparatus has been recommended; eventually horse-drawn apparatus will all be eliminated. The city now has two horseless fire-engines. It is proposed to add nearly fifty other pieces of motor apparatus—fifteen motor runabouts, three motor-driven combination wagons, twenty-three hose-wagons, six ladder trucks. The Fire Commissioner believes that the proposed expenditure of $165,000 "would be justified by the large gains in efficiency." The chief gain will be in the greater distance covered—more than twice as much in the same time. The saving in maintenance "would be at the rate of $50 for one-horse apparatus and $100 for two-horse apparatus, and probably more." But against this saving there would be "the larger capital charge distributed over the use of the life of such apparatus, which costs considerably more than horse-drawn apparatus." The total annual increase, however, in the opinion of the Commissioner, would not exceed $20,000.

Smaller American towns are rapidly adopting motor apparatus. One of these is Springfield, Mass.; another is Savannah, Ga., which, after trying an auto-engine for about a year, has recently placed an order for twelve motor vehicles. On arrival these will give Savannah a fire department completely equipped by motor apparatus.

In London, it was decided recently to proceed with the purchase of the remainder of the motor apparatus, for which provision was made in the last financial year. It has also been recommended that, in the next estimates, provisions shall be made for the acquisition of 211 self-propelled fire-fighting appliances, these to replace such horse-drawn vehicles as shall still exist at the end of 1912.

In Berlin, the self-propelled fire apparatus at present comprizes only half a dozen electric vehicles and thirteen gas-driven vehicles. It is believed that five years will be required to equip the Berlin Fire Department with motor apparatus superseding entirely the horse.

AN EIGHT-WHEEL CAR

An accompanying illustration shows a car that is declared to be "built on the principle of a Pullman, and the easiest riding car in the world." It was designed by M. O. Reeves, who is President of a savings and trust company in Columbus, Ind. The principle, as described in *Motor World*, is that "three little bumps are easier to cushion than one big one." It is claimed that the force of all jars and jolts has been reduced in this car one-half. Moreover, the construction has enabled the builder to double the amount of springs employed. This reduces still further all vibrations. With eight tires instead of four to carry the load, lower air pressure in the tires can be used, thus softening all shocks.

Because of these three modifying factors it is claimed that the action of the eight-wheel car is something like that of a boat. Indeed, "it is impossible to get a severe action on the body of this car in consequence of a jolt." Mr. Reeves built one car after his plan, and has employed it for his own use during the past season. By the middle of September he had driven it nearly 5,000 miles. As to cost, he says it was about one-third greater than that of a four-wheeled car. Some details of construction are given, as follows, in a recent number of *Motor World:*

"A sort of 'bogie' construction is employed, each end of the standard touring chassis being supported by the center of a four-wheeled truck. The result is that when one pair of wheels is raised by an obstruction in the road, the second pair remaining on the level, the center of the truck will be elevated but half the distance. Also when one pair of wheels is ascending the far side of a "chuck" hole just as the other pair is descending into it, the center of the truck will be subject to little or no vertical disturbance, the fore-carriage—to employ a descriptive term—

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merely rocking from end to end. By applying this principle to both ends of the chassis, it is evident that the amplitude of the vertical motion resulting from road inequalities must be practically cut in half.

"The frame is lengthened 19 inches at a point just in front of the rear springs, while replacing the front and rear axles on the original springs are a pair of transverse shafts on the ends of which are boxes which provide attachment for the pivotal mountings of four 38-inch leaf springs, one at each end of each cross-shaft. The four axles are clipt to the ends of these springs.

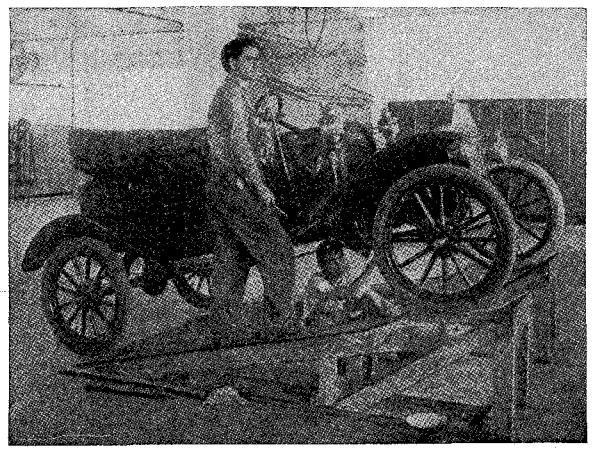
"The four front wheels and the pair in the extreme rear are used for steering. The two front axles and the one in the extreme rear, therefore, are alike; that is to say, they are similar in construction to the standard form of pivoted front axle. The steering mechanism is interconnected between the axles by means of a longitudinal rocker shaft running under the chassis, from which suitable arms direct the movement of the cross tie-rods. The cross-rods of the two front axles are in the rear while that of the extreme rear axle is in front. This has the effect of causing the six steering-wheels to deflect to an approximately correct angle when the steering hand-wheel is turned. As a single driving-axle retains its original position, no alteration in the transmission is required while practically the entire car, save for the axles, frame, mud-guards, and steering-gear, is of standard form.

"Besides the advantages derived from the method of mounting the chassis and also from the introduction of four additional springs, further easy-riding properties are derived from the fact that the load on each of the tires is reduced to at least half that which would be required under ordinary circumstances. On this account the tire wear is reduced very largely, while it is possible to reduce the air pressure in the tires to 50 pounds per square inch. The actual expense of tire upkeep, therefore, is held to be particularly small, notwithstanding the doubling of the first cost of the equipment."

THE CHICAGO TRUCK RUN

Late in September a "demonstration" of commercial vehicles took place in Chicago, lasting three days. Thirty-two trucks started on the morning of the first day, of which twenty-eight finished, four were withdrawn, four penalized, and four failed in the technical examination. Much interest was aroused in the demonstration among prospective buyers. The routes followed were confined almost entirely to the business zone in and around Chicago, and when the trucks went out into the country, they followed routes that are taken in the ordinary course of business.

Motor Age, which describes the event, notes, as an interesting feature, the admission to the contest of a horse-drawn truck in order that comparisons might be made. If was found that this truck required two days to make a trip which motor-trucks made in one. One of the trucks was the property of a brewery, in Chicago, which had used it for five years. It is claimed for it that this truck is the oldest in point of service in Chicago. It made the entire trip, and on the third day ran with a clean score-card. The main purpose of the demonstration was to "prove to the business world that commercial motor vehicles are dependable." Among the comments made by *Motor Age* on the results are these:



A DEVICE FOR SUPPLANTING THE REPAIR PIT. THE HORSES ARE PORTABLE.

"The experience gained in the traffic zone appealed especially to the makers of 1-ton trucks more than to builders of 2-ton, 3-ton, 5-ton or 6.5-ton trucks, because the big trucks can make as rapid headway through traffic as 1,000-pound delivery wagons. The big trucks ran on a slow schedule of 5 and 6 miles per hour; this is the average speed of traffic through zones of congestion; but the smaller vehicles, running on a schedule of 11 miles per hour, found it impossible to average this speed in the traffic zones. They were held back at every corner by the traffic policemen and then had to beat it whenever possible in order to make up time.

"Before the experience of one day in traffic many of the makers of smaller trucks were guaranteeing as high as 15 miles per hour anywhere in the city for their trucks, but after a day of official demonstration they were willing to cut the guaranty to 10 miles per hour. One maker said that he would not guarantee over 10 miles per hour on his vehicles for congested zones. The reader must remember that when these same little trucks got onto semi-traffic-congestion areas they were able to make an average of 15 miles per hour with ease, but such conditions do not exist in all parts of the city.

"This speed experience is one of the most valuable of the demonstration. Speed has been going against the commercial vehicle for months. The inexperienced salesman will guarantee any speed to 25 or 30 miles per hour, and in addition would guarantee the truck for life. Such would-be guaranties are absurd; they injure the business; they spoil sales instead of making sales; and they will eventually put such dealers out of business.

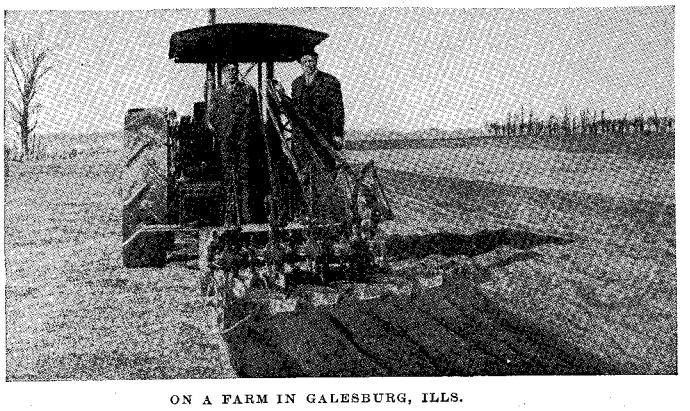
"The one trouble which evidenced itself during the demonstration was that of hard tires. The solid rubber tire is imperative for heavy trucks, say from 3 tons up, and the trouble with it is in its coming off. When a solid rubber tire comes off, the wheel has to go to the tire-repair shop before a new tire can be attached. The driver can not put on a new tire on the road the same as with a pleasure car.

"Should a 5-ton truck lose a tire when 5 or 6 miles from the point of delivery, it would be necessary to get another wheel to the truck. This means that

(*Continued on page* 642)

A 20-HORSE TRACTOR PULLING FIVE 14-INCH BOTTOM PLOWS.

ON A FARM IN MANITOBA.



ON A FARM IN GALESBURG, ILLS.

PLOWING IN THE WEST WITH GAS-MOTOR TRACTORS

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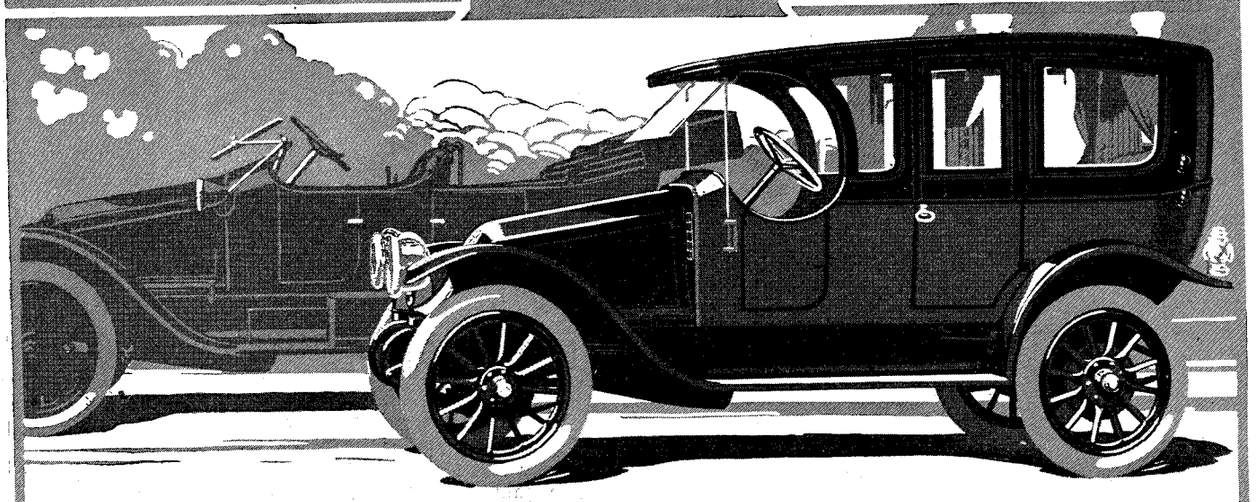
Franklin



SO EASY ARE FRANKLIN CARS ON TIRES THAT TIRE SERVICE IS THREE TO FOUR TIMES GREATER THAN ON OTHER CARS. WE HAVE A TABULATED REPORT ON TIRE SERVICE FROM MANY OWNERS AND WILL MAIL IT ON REQUEST. FRANKLIN CARS ARE MADE IN FIVE CHASSIS SIZES, TWO "FOURS" AND THREE "SIXES".

25-HORSE-POWER, FOUR-CYLINDER MODEL G TOURING CAR, $2000.

MODEL G RUNABOUT, 18-HORSE-POWER, FOUR-CYLINDER, $1650.

SIX-CYLINDER, 30-HORSE-POWER MODEL M, $2800 FOR TOURING CAR, TORPEDO-PHAETON OR ROADSTER.

SIX-CYLINDER, 38-HORSE-POWER MODEL D, $3500 FOR TOURING CAR OR TORPEDO-PHAETON.

SIX-CYLINDER, 38-HORSE-POWER MODEL H, SEVEN-PASSENGER TOURING, SILVERTOWN CORD TIRES, $4000.

MODEL H, LIMOUSINE, $5000. 25-HORSE-POWER LIMOUSINE OR LANDAULET, $3000.

ALL PRICES F. O. B. FACTORY.

FRANKLIN COMMERCIAL CARS INCLUDE ONE-TON TRUCKS, LIGHT DELIVERY WAGONS, PATROLS, OMNIBUSES AND TAXICABS.

AIR COOLING, LIGHT WEIGHT, LUXURIOUS RIDING AND BEAUTY ALSO CHARACTERIZE THE FRANKLIN. THE EFFICIENCY OF FRANKLIN AIR COOLING HAS LONG BEEN ESTABLISHED. RECENT IMPROVEMENTS MAKE THE FRANKLIN MOTOR A MOST NOTABLE AND IMPORTANT DEVELOPMENT. WRITE TODAY FOR NEW CATALOGUE.

FRANKLIN AUTOMOBILE COMPANY

SYRACUSE N Y

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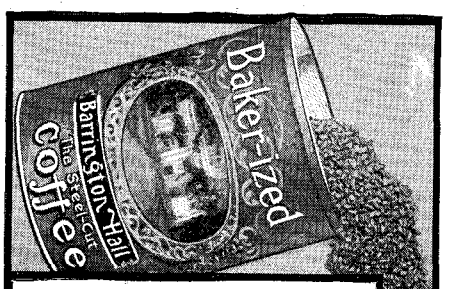

A Rich Man's Coffee

Barrington Hall has been spoken of as a coffee for rich people, and it is, in so far as it is the best coffee that money can buy, and the best naturally commands the highest price. But it is even more the poor man's coffee, as a pound of coffee Baker-ized makes from 15 to 20 cups more than a pound of ordinary coffee.

A more important fact is that

Barrington Hall
The Baker-ized Coffee

can be used and enjoyed by those who cannot drink ordinary coffee. The same process that makes it the most economical also makes it the most wholesome coffee.

* * * * *

Excess of tannin, the astringent principle in coffee, is the most frequent objection to its use. This Baker-izing corrects in two ways.

Everything that does not make coffee flavor is taken out by delicately adjusted machines, and the pure coffee that remains is cut into fine, even pieces. When the boiling water is poured upon them, it dissolves out the essential oil from each piece simultaneously. There is none wasted.

If coffee is drawn beyond the proper stage, the injurious tannin is released. It is plain, therefore, that all the oil cannot be extracted from the larger pieces in irregularly ground coffee without releasing the tannin in the smaller particles. Such coffe is at best a compromise.

* * * * *

Anyone with the proper regard for health could well afford to pay $1.00 for the 60 to 70 cups of delicious coffee that a pound of Barrington Hall will make. Still it is sold by grocers at from 40 to 45c per pound, according to locality. Have you never tried Barrington Hall? You must do so at once. (See coupon.) Learn what true coffee economy is.

TRIAL CAN FREE

Baker Importing Co.
124 Hudson St. New York, N. Y.

Please send as advertised a free sample can, enough to make 6 cups Barrington Hall Coffee. In consideration I give my grocer's name (on the margin).

Name.....

Address.....

MOTOR-TRUCKS AND MOTOR-CARS

(*Continued from page* 640)

the truck owner should carry extra wheels, shod with tires, in stock. To get the wheel out to the truck takes time and time means money. From this demonstration it would seem that the demountable solid rubber tire is the only solution of the problem.

"This tire business is one of the most serious in the truck field. Instead of changing a tire you have to change the wheel and generally the bearing in it. On a 5-ton truck a spare wheel is awkward to carry, and adds considerably to the load. Some form of demountable tire is needed. The tire-makers realize this, and are wrestling with a satisfactory fastener for such a rim. If such can be perfected, then the solid tire business will be on quite a different footing."

THE PERMANENCY OF THE MOTOR-TRUCK

Everywhere one meets with new evidence showing the rapid growth of the motor-truck industry. This is not alone obvious from the attention paid to the subject by motor periodicals and advertisers in them, but obvious to the casual observer on public highways. It is declared by *Motor Age* that "truck builders who have a genuine product are behind in filling orders." Moreover, "there are scores of business houses which would, to-day, buy fleets of ten or twenty trucks if they get the goods to suit them." The horse as a motive power for the truck is believed to be virtually doomed. The horse now always suffers when compared with the motor. Some vigorous comments on this subject are made in *Motor Age:*

"The truck buyer has come to the dividing of the ways. He is to-day seeing that horse transportation can not be compared with motor transportation. He is seeing that he can not get along without motor transportation. The speed of the truck as compared with that of the horse has made it imperative on him to motorize his transportation system. The truck is quicker in spite of the congestion of the streets with horse-drawn vehicles; and it is a conservative statement to make, that if horse traffic were barred from the congestion zones of a big city, that owing to the extra speed that the trucks would travel at, traffic congestion would be reduced one-half. This fact was demonstrated a few weeks ago in London, during the big teamster strike. When the horse-drawn vehicles were taken off the streets, every conceivable form of motor-truck was put into commission, and it was proven conclusively that the trucks could operate safely at twenty miles per hour, whereas with the horse traffic a speed of eight or ten miles per hour was the maximum.

"The truck that is well made is further advanced to-day than the driver; it is further advanced than the buyers are in systems of operation. Of the three quantities, the truck, the driver, and the owner's system of operation and maintenance, the truck is in the leading position. Scores of the delays in truck service have been due to the driver, but the truck has been blamed. Dozens of cases of breakdowns are blamed on the truck, when if the driver or garageman had been alert to his job he would have noted in advance that trouble was brewing, and a minor repair would have averted a breakdown."

Relieves Headache
Horsford's Acid Phosphate
Relieves headache and nervousnessca used by impaired digestion, wakefulness or overwork.

The Cecilian Piano
—That Anyone Can Play—

A Song at Twilight with the Cecilian

If you have music in your soul you need not be restrained by having untrained fingers. On the **Cecilian** your own ideas, your own ideals, may mold the musical masterpieces into something intimately your own.

The **Cecilian Piano** gives to those who have not spent the requisite number of years at finger exercises, the same culture, the same intimacy with music, and the same opportunity for individuality and interpretation as are given to the trained pianist. It makes the lover of music independent of the whims of his musical friends and suits itself to his own mood.

The **Cecilian** gives to trained pianists a perfect instrument—marked by its purity of tone and responsiveness to delicate shades of touch—through which they may find expression of their genius.

The **Cecilian Piano**—that anyone can play—is sold by leading music houses of America and Europe. Its market is as world wide as its fame. Write for our catalog and other literature descriptive of the **CECILIAN** excellence. You don't buy a piano every day. If you buy one you expect it to last a lifetime. The **CECILIAN** is greater than any other piano in those elements which make for serviceability with durability.

Correspondence Invited from Dealers in Unoccupied Territory

FARRAND COMPANY
Dept. X, Detroit, Mich., U. S. A. *Trade-mark*

BROOKSVILLE, FLORIDA, BOARD OF TRADE

$ 600.00 Growing Oranges to 1000.00 Grape Fruit & Truck
per acre

Our farmers also raise **80 bu. of corn** to the acre. Only a small amount of Florida soil is **rich, high, black hammock land,** such as surrounds our city. We, the Brooksville Board of Trade, **have no land to sell,** but want to interest ambitious men with from $500 to $1,000 capital to help develop tremendous agricultural and industrial advantages of Brooksville and Hernando County. Although farm and fruit land has been steadily going up in price some good land can still be bought far below its real value.

FREE

Send for Free Book

It tells you about the different kinds of Florida soil and why the **best Oranges, Grape Fruit, Vegetables** and **biggest Corn crops** (80 bu. to the acre) are grown here. 800 feet above the sea—no swamps or marshes. Ideal climate—schools, churches, good roads, all modern conveniences. If you are not afraid of work, and have at least $500 to $1000 capital, come to Brooksville. We need you and will help you by giving the benefit of our advice and experience. Write today.

The Vital Facts About Florida
Official Data Brooksville Board of Trade

BOARD OF TRADE, Box 408, BROOKSVILLE, FLA.

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THE NUMBER OF CARS IN THIS COUNTRY

Attempts have frequently been made to estimate the number of motor-cars now in use in the United States, but they have varied widely. A railroad official recently asked the question of the New York *Journal of Commerce* and that paper undertook to obtain from well-informed quarters the most careful estimate possible. From sources equally trustworthy it secured estimates that ranged from 400,000 cars to nearly 550,000.

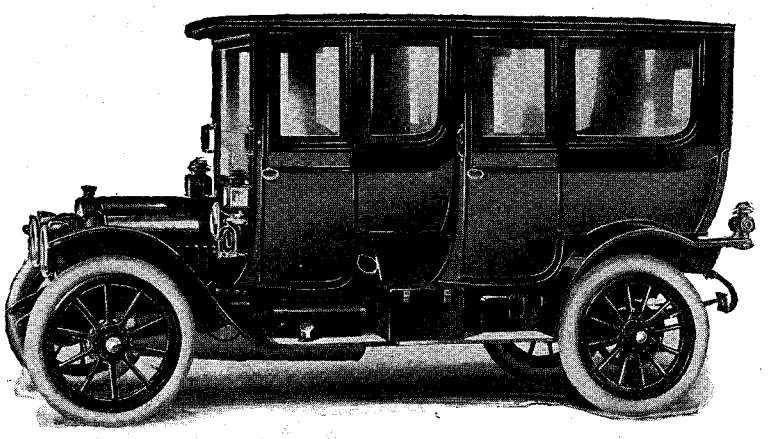
There has also been an absence of accepted estimates of the total value of the cars in use. In the trade a careful canvass has put the average cost at about $1,200. Assuming this to be approximately correct, it would appear that there is locked up in automobiles to-day a total that ranges from about $474,000,000 to about $650,000,000. The estimate of the number of cars in use as secured by *The Journal of Commerce* is itemized as to States, the following being the details:

	List A	*List B*
Alabama	1,561	1,102
Arizona	570	586
Arkansas	381	387
California	33,266	14,102
Colorado	7,608	4,411
Connecticut	9,526	8,251
Delaware	1,000	1,066
District of Columbia	4,000	3,005
Florida	1,864	1,379
Georgia	6,411	6,415
Idaho	924	928
Illinois	42,038	24,791
Indiana	23,000	21,109
Iowa	22,000	22,759
Kansas	5,000	4,940
Kentucky	2,871	2,364
Louisiana	1,440	1,437
Maine	4,853	4,170
Maryland	3,317	1,885
Massachusetts	39,430	25,032
Michigan	30,000	11,101
Minnesota	19,561	11,294
Mississippi	250	288
Missouri	14,000	10,577
Montana	1,641	1,669
Nebraska	10,212	9,323
Nevada	199	192
New Hampshire	4,324	4,541
New Jersey	35,800	17,936
New Mexico	171	199
New York	60,560	46,488
North Carolina	1,171	2,063
North Dakota	840	563
Ohio	40,951	29,602
Oklahoma	1,786	1,786
Oregon	4,100	3,588
Pennsylvania	50,703	37,030
Rhode Island	5,984	4,414
South Carolina	1,474	1,150
South Dakota	5,462	6,387
Tennessee	3,516	4,233
Texas	6,200	12,746
Utah	1,495	1,416
Vermont	3,000	2,476
Virginia	3,299	3,450
Washington	5,378	6,224
West Virginia	3,575	2,247
Wisconsin	11,412	11,545
Wyoming	562	323
Total	538,696	394,990

A RECORD BROKEN

A long-standing record for distance covered in twelve hours has been broken in England. For more than four years the 12-hour record has been 799 miles and 1,600 yards. It was made by S. F. Edge on the Brookland track. A few weeks ago, L. Coatelen, on the same track, added to this record 179 miles and 1,695 yards. He did this with a six-cylinder car, as did Edge in the record made in June, 1907.

So long a time had elapsed since Edge made his record, that British motorists, according to *The Motor World*, had settled down to a conclusion that it could not be improved upon, except with a car of greater power. The car, however, which broke the record a few weeks ago was rated at only thirty horse-power, while



White Town Cars

WHITE town cars are but the complete expression of the designing genius and the manufacturing ability of the great White factory—the natural consequence of the experience and ideals of these builders. For years the White factory has been noted for the kind and class of workmanship—for the grade of materials used—in other words, for the reliability of its manufacturing. For years and years the White Steamer was the most reliable automobile upon any market; then came the White gasoline car—the car, which by performance has been the wonder of the automobile world—the car, which by its design has far surpassed ordinary gasoline cars as the steamer surpassed the early types. With all these facts the automobile world is well acquainted—these were the facts of designing and manufacturing ability.

Sumptuously Built

THE town cars, in addition to the splendid building and designing, incorporated another thought called "style"—that beauty of line—that sumptuous finish—that greyhound trimness that marks the well-done product from the common kind. The most casual glance at the White town car at once convinces the most skeptical of the superb building, finishing and attention to details. Nothing that can contribute to make a car more comfortable and luxurious has been omitted from the White town car—they are the acme of luxury, and yet they are not large and cumbersome, but thread the crowded street with ease.

For the asking we will send a dainty booklet for dainty women that tells all about these White town cars.

The White Company

812 East 79th Street, Cleveland

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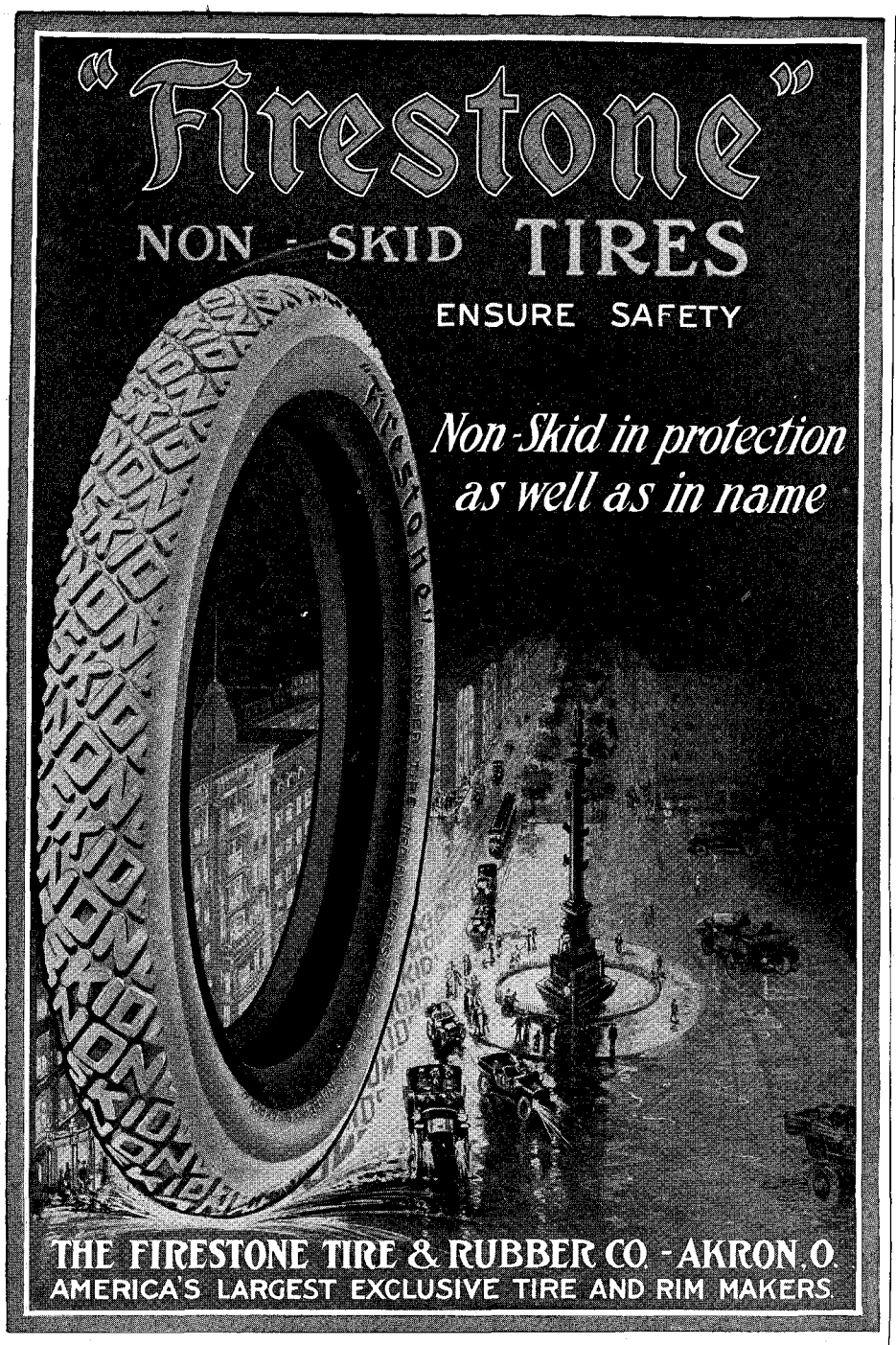

"Firestone"
NON-SKID TIRES
ENSURE SAFETY
Non-Skid in protection as well as in name
THE FIRESTONE TIRE & RUBBER CO. - AKRON, O.
AMERICA'S LARGEST EXCLUSIVE TIRE AND RIM MAKERS

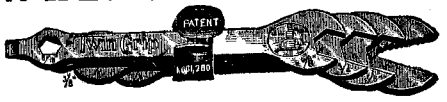
Taylor's "Stahot" Water Bottle and SYRINGE

6 MONTHS TRIAL

Great improvement over old style rubber bottles and cheaper in the end. Retains heat all night—distributes heat evenly—is thin, compact and half the weight of rubber bottles—more durable—covers greater surface—adaptable to more uses and gives twice the heat. Safe—sanitary—odorless. Thousands in use. **Absolutely guaranteed for 5 Yrs.** Write for free trial offer and book.

FRANKLIN TAYLOR COMPANY, Dept. 11, Janesville, Wis.

TWIN GRIP WRENCH MAILED ON RECEIPT OF **$1.00**



Eight Wrenches and a Screwdriver

Tempered steel. Nickel Plated. Useful **everywhere**, especially for **automobiles, motor cycles**, and **motor boats**. Every automobile should carry one.

TWIN GRIP SALES CO.

1974 Broadway **New York, N.Y.**

Protected by Letters Patent

Your Money Ought to Earn 5 Per Cent

For 17 years this Company has paid 5 per cent on money entrusted to its care. In all that time there has never been a day's delay in the payment of interest—or in the repayment of principal when due, or demanded.

You can open an account at any time—you can withdraw at any time, without notice, and without loss of interest. Interest is paid for every day your money is in our care.

Ask for the 5 per cent Book today, while you think of it

Calvert Mortgage & Deposit Co.

1045 Calvert Bldg., Baltimore, Md.

the car used in 1907 was of sixty horse-power. *The Motor World* has further comments on this feat:

"At the end of the third hour, at which time 223 miles and 594 yards had been covered, Coatelen was nearly 39 miles behind the existing record, but as there was a gap of but 10 miles in the old record between the third and fourth hours, he easily got inside the old figures at that point, and thereafter he steadily increased his lead, breaking all intermediate marks between the fourth and twelfth hours. His average speed, including seven stops for tire changes and the replenishment of oil and gasoline supply, was close to 76 miles an hour. The new records and the old ones are given in the following table, the old records for the first three hours having been made by A. Smith with a Thames car rated at 59.1 horse-power, and the others being Edge's:

Hour	Distances Miles	Distances Yards	Existing Records Miles	Existing Records Yards
1	74	1,076	89	892
2.	150	430	173	810
3.	223	594	261	1,653
	New Records		*Old Records*	
4.	300	1,421	271	1,160
5.	373	135	342	1,350
6.	451	445	407	60
7.	525	568	474	360
8.	602	975	537	1,210
9.	678	168	609	720
10	757	928	670	1,200
11.	832	1,704	737	480
12.	907	1,535	799	1,600

AMERICAN CARS IN ENGLAND

Max Pemberton, the English novelist, whose books have been widely read in this country, is writing on automobile topics for the London *Field*. In a recent issue of that journal, he took ground against the prevalent English notion that there is little danger to British trade in cars because of any possible large invasion from America. Mr. Pemberton is much imprest with the danger threatened by the American cars which are sold for $1,000. He believes the American invasion to be a reality which the British maker has already been called upon to face. These American cars, he writes, "with their apparently frail equipment and their names scribbled boldly upon their radiators, glide by us at every turn, and are seen standing before many a humble house." Moreover, they are "found in every inn-yard." He quotes a conversation between a friend of his and the agent of a well-known English maker, as follows:

"'Would you,' asked the agent, 'be willing to go about in ten- and six-penny boots when you usually pay forty shillings? My friend retorted that he would not care the end of a match what the boots cost if they wore well and were shapely. 'Ah,' rejoined the agent, 'if they wore well! How do you know that these Yankee cars are going to wear at all?' To this the answer was that the particular Yankee car in question cost $1,000 all ready for the road, and that if the whole thing were scrapped at the end of two years depreciation would be no larger an item than it is now with any English car costing, say, $2,500. Indeed, it would be less, for the man who could get $1,500 for his car at the end of two years would be a lucky fellow.

"Admitting this, the agent went on to ask if my friend supposed that any rich man, accustomed to drive a stately carriage, would be seen in one of these American contraptions. The reply was: 'Certainly not.' The cars are for the multitude, and the multitude is buying them. Even the rich man might use them as runabouts at

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his country home, but he is not concerned in the argument, for the ample reason that there is not enough of him. The cars will stand or fall according as they meet or do not meet the considerable demand for a serviceable vehicle at a price of $1,000 or thereabouts."

Mr. Pemberton insists upon the necessity for English makers to combat and defeat this American invasion. Cheap American cars, so far from being "the shams we once believed them to be, are cars which have pleased] thousands of British owners." Englishmen may regret the fact or rejoice at it, according to their point of view, but it remains the fact which "dominates the year and will make it memorable when the story of this decade is wholly written." Only a beginning has been made of what is to follow. Meanwhile, the attitude of the British maker is "unduly optimistic and altogether too lofty." He has before him a crisis, and he will some day learn that he must face it.

UNCERTAIN FERRY CHARGES

Many motorists for years have made complaint of variations in ferry charges for the same services. The going price might be one sum, the returning price another; or cars of different sizes might be charged rates not proportionate to sizes. True, for some years, of pleasure vehicles similar complaints are now made by owners of motor-trucks. Matters have, in fact, taken such shape that the Motor Truck Club, of New York, has made an investigation, with a view to righting wrongs. The club, says *Motor World*, "has brought to light certain astonishing inconsistencies in charges." Charges have not been based on the weight of the truck and load, but rather on the length of the vehicle. Gatemen have been permitted to use their own discretion in determining what the length of a truck might be, and hence what should be its classification. *Motor World* says further:

"Trucks usually are charged ten cents less when light than when fully or partially loaded; otherwise the method of classification by length obtains uniformly. The typical system provides five or six classes, the graduation being two feet per grade and the increase charge for every additional two feet of length being 10 cents. But definite rates do not apply when it comes to paying the ferry gatemen's toll. One prominent truckman stated that on the Staten Island ferry, which is owned and operated by the New York City government, and which is regarded as one of the most inconsistent in the harbor, he has paid from 40 to 65 cents for the same truck and the same amount loaded as light, while with the same truck he was once charged $1.10 light and 65 cents loaded, according to the whim or vagarious estimate of the attendant.

"Another instance is cited with the Forty-second Street ferry, where a certain truck should have been charged 25 cents, but the attendants tried to charge 40 cents. Not until the chauffeur left his truck standing in the gangway and proceeded to complain to a superior and compel a measurement of the vehicle did the attendant weaken and accept the 25 cents charge. It has been suggested that it might be a helpful measure for truck-owners to scale their vehicles and have

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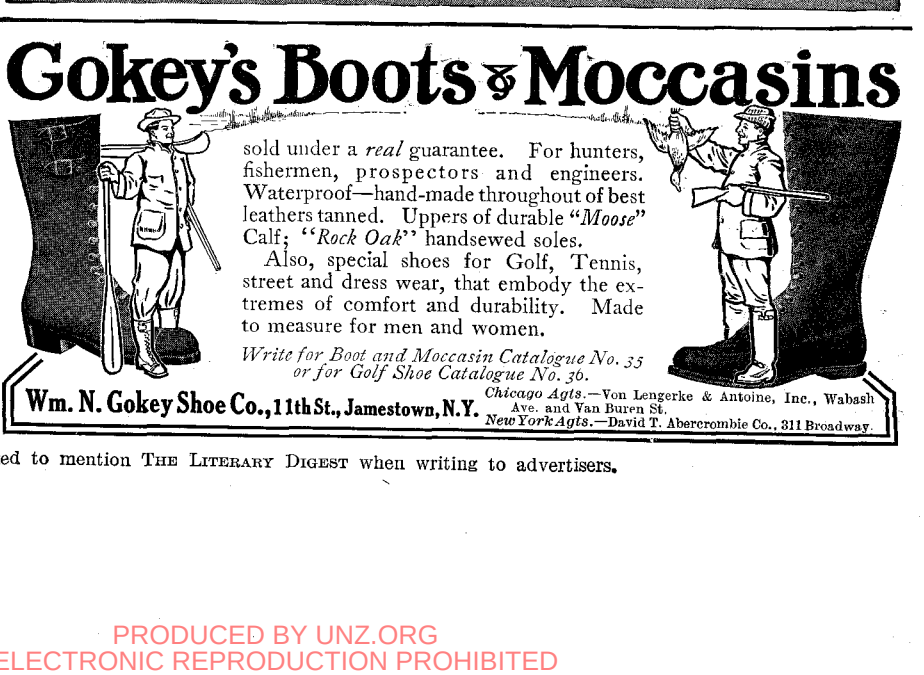
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their exact lengths painted on the sides in a position where the figures would come under the eye of the gateman."

MINING-TRACTORS

A new type of combination truck and tractor, now operated at Kingman, Arizona, was described and illustrated in a recent issue of *The Commercial Vehicle*, as follows:

"There are two of these machines in operation, each capable of hauling a 20-ton load on its own body and acting as a tractor for hauling trailers each with a maximum capacity also of 20 tons. . . . . .

"The tractor is of very massive construction. It is fitted with a mixt-system drive. A 90 horse-power gas motor is connected to a 125-volt generator and furnishes electrical energy to two electric motors, from which the final drive is taken to the rear wheels by side chains. Complete, and with work equipment, including repair tools and outfit, the tractor weighs 19,400 pounds. It has a wheel base of 13 feet 6 inches and tread of 6 feet 5 inches; the length over all is 26 feet 2 inches. Wood wheels are used, 48 inches in diameter, shod with iron bands 12 inches wide and 1 inch thick. The face of the tread is grooved transversely so that the wheels will 'bite' the road surface. In the construction of the tractor component parts of unusual size of course were necessary. For instance, the axles . . . are of 3¾-inch section.

"The road on which the machines have been operated is a mere rough trail, somewhat winding, and with grades up to a maximum of 12 per cent. With a load in excess of 30 tons each train is operated at a speed of 5 to 6 miles an hour. It has been found that the machine can be operated with the best efficiency using No. 1 distillate instead of gasoline, and this makes the fuel cost very reasonable. It is the intention of the company to construct a considerable number of such machines after a thorough try-out of those installed at Kingman."

ROAD-BUILDING IN ONTARIO

Among instances of progressive systems of road-building and maintenance may be cited the work accomplished by the Province of Ontario. Road-building methods in this Province were described in a recent article in *The Automobile* as follows:

"There are approximately 9,000 automobiles in active service within the Old and the New Provinces of Ontario, Canada. For the accommodation of these motor-cars, 50,000 miles of public country highways—exclusive of all city roads—are maintained, of which 40,000 miles gridiron the Old Province and 10,000 miles thread the New Province. These roads penetrate through 500 townships and 37 counties in Old Ontario; and 8 counties in New Ontario.

"There are portions of the townships in Old Ontario which still adhere to the feudal basic principle of keeping up the rural roads, the system literally corresponding with that in vogue in certain sections of the States, whereby the farmers 'work out their poll-tax,' by contributing each his respective share of manual labor. Nineteen counties out of the 37 have adopted the new county system of road-building. This system embraces three provisions which the road-builders in counties are compelled to abide by. Each highway must be built either of gravel or macadam; steam-rollers must be used in the process of construction; and the highways must be thoroughly and symmetrically graded. The system in its entirety, as it is found to-day, was adopted in 1901.

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A summary of expenditures in the townships of the 45 counties in the two provinces shows that cash to the amount of $19,015,343 was paid by the Government for the upbuild and maintenance of roads from 1889 to 1908; to which must be added about $750,000 per year during 1909 and 1910.

"There is now being built an automobile trunk-line road 300 miles long, from Sudbury to Sault Ste. Marie, and skirting the north shore of Lake Huron, the expense of which falls upon the shoulders of the Provinces of Ontario, the counties contributing absolutely nothing.

"This highway will constitute the finest automobile route in the Dominion of Canada. Independent of this highway, sixteen counties have put up one-third to the Provincial Government's two-thirds, in an outlay of nearly $4,000,000 for the purpose of building roads. The result is that the highways of these counties are the best in the western portion of the Old Province of Ontario.

"Toronto, with its sublimely paved streets, took a hand in building outside of its own municipal limits. This is the only city in the Dominion of Canada that has ever extended financial aid for the purpose of constructing automobile roads not within its own confines. But in this case the city contributed $100,000; the Provincial Government gave $100,000; and the southern, or lower, half of York County put in $100,000, making a total of $300,000.

"The $100,000 given by Toronto is absolutely independent of the appropriations made for augmenting and maintaining her own city roads. These comprize within the municipal limits 407.57 miles of streets and 115 miles of lanes. There are 262.13 miles of the streets which are paved and 145.44 miles are unpaved.

"The system of paving with asphalt was introduced in Toronto twenty years ago and every yard of this pavement is laid on a concrete foundation of from four to six inches with a one-inch binder course. The specifications demand a two-inch surface of asphalt.

"Such a thing as a paving-company securing a contract through political intrigue or graft in the Dominion of Canada is absolutely impossible."

THIS YEAR'S GLIDDEN TOUR

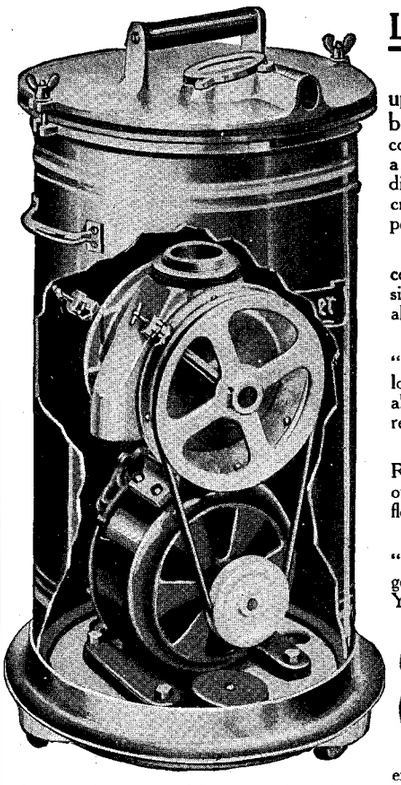
The Glidden tour for 1911 begins to-day—that is, October 14. The route extends from New York to Philadelphia and thence proceeds to Jacksonville, Fla. A stop-over will be made at Atlanta on Sunday and Monday, October 22 and 23. The complete itinerary, with the miles to be traveled each day, is as follows:

Start.	Night Stop.	Daily Mileage.
Oct. 14—New York	Philadelphia	95.1
Oct. 15—Philadelphia	Gettysburg	120.1
Oct. 16—Gettysburg	Staunton	182.3
Oct. 17—Staunton	Roanoke	90.8
Oct. 18—Roanoke	Winston-Salem	124.3
Oct. 19—Winston-Salem	Charlotte	135.6
Oct. 20—Charlotte	Anderson	160.6
Oct. 21—Anderson	Atlanta	144.2
Oct. 22—Atlanta	(Sunday stop-over)	
Oct. 23—Atlanta	(Monday stop-over)	
Oct. 24—Atlanta	Cordele	167.5
Oct. 25—Cordele	Live Oak	149.1
Oct. 26—Live Oak	Jacksonville	85
Total mileage		1,454.6

The actual contestants in this tour will be seventy-five in number. The official and non-contesting cars which will accompany the contesting cars add nine other cars to the total, making it eighty-four. This is said to be greatly in excess of the total number of cars anticipated. In a measure, the large number is said to be due to the tour selected, which has appealed strongly to motorists. Nearly thirty makes of cars will be represented.

How to Buy a Vacuum Cleaner

When you have resolved to install a Vacuum Cleaner in your home, you have a still more important matter to decide. The amount of satisfaction you will get out of this sanitary cleaning method depends upon which machine you select to do the work.



Look for These Five Features

First. A Powerful Machine that will take up all the dirt and dust, even that deeply imbedded in the very texture of heavy floor coverings. The FEDERAL VACUUM CLEANER has a Rotary Pump. Its pump revolves steadily in one direction, similar to a powerful turbine engine. It creates a positive and powerful suction that is not possible in other types of vacuum cleaners.

Second. A Simple Machine. The accompanying illustration shows at a glance the extreme simplicity of the working parts of the "FEDERAL," all of which are easy of access.

Third. A Durable Machine. The "FEDERAL" has no valves to work loose—no bellows to wear out. Its motor and Rotary Pump revolve always in the same direction—steadily, noiselessly, reducing wear to the minimum.

Fourth. A Vibrationless Machine. The Rotary Pump operates so smoothly, steadily and without jarring and jerking that it transmits no vibration to the floor. This makes it ideal for use in apartment buildings.

Fifth. A Noiseless Machine. The "FEDERAL" operates without noise. There are no gears to rattle, no piston to pound up and down. You get all these five features *only* in

The Silent Running

Federal Vacuum Cleaner

It is the Rotary Pump that makes the "FEDERAL" excel other Vacuum Cleaners. It is the Rotary Pump that gives it the powerful suction—that takes up all the dirt and dust no matter how deeply imbedded in heavy rugs, carpets, upholstery, hangings and clothing. It is the Rotary Pump that makes the "FEDERAL" a simple machine, a durable one, a vibrationless and silent running Vacuum Cleaner.

Weighs Only 60 Pounds

The "FEDERAL" is the lightest machine of its type and capacity. This is because all metal parts (excepting motor and light steel jacket) are made of aluminum. Even the cleaning tools are made of this light metal. The rug cleaning tool with its handle weighs only 36 ounces. You need neither weight nor effort to clean with a "FEDERAL"—the air does all the work.

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We will ship you a "FEDERAL" for 10 days' trial. If not satisfactory return it at our expense and any payments made by you will be promptly refunded. Price, $125, less 5% discount for remittance within 10 days after receipt of machine. Or $25 down and 10 monthly payments of $10 each. Write today for full particulars of this offer, complete descriptive booklet, etc. Address:

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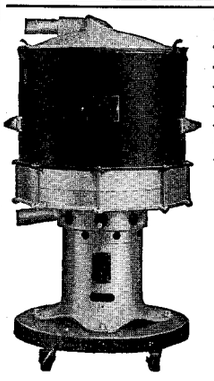

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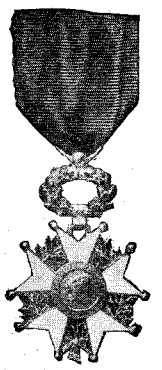

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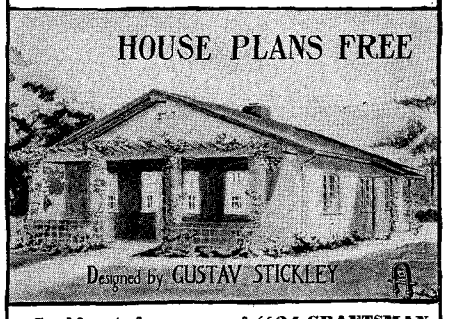

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CURRENT POETRY

"THE considered and beautiful work of Maurice Baring"—in this way one critic epitomizes the "Collected Poems" of this titled English man of letters. (John Lane, The Bodley Head, London.)

Here is the quiet evening of poetry. Passion has fallen in soft diminuendo and rebellion has lessened into a wistful fatalism; all we hear is a low musical voice speaking some golden tongue where every word is in tune.

Mr. Baring's lyrics are not distinguished in matter—there is an echo in all his thoughts—but they are exprest in a classic perfection of form that recalls the lotus-music of "*In Memoriam.*" The perfect rhythm of Tennyson's

> "Calm on the sea, and silver sleep,
> And waves that sway themselves in rest,"

is matched by Maurice Baring's

> "As when the moon compels the storm to cease
> And calms the wind; and all the skeins of foam
> Unravel softly on the vanquished sea."

The "Collected Poems" is not a work of one lyric, nor can it be appreciated or understood from a single selection. The book must be read through, and as we review sonnet after sonnet, each one held suspended in its atmosphere of music and revery, we feel more and more the harmony, the beauty, and the sadness of the volume.

We recommend the "Poems" as a priceless text-book to the young professional writer—and to the old. Not because of any direct message that it conveys, for Mr. Baring's greatest weakness is that he does not talk to his age. The book should be read because of its style: it teaches the writer of English the delicacy and the magic of the instrument that is in his hands.

Sonnet

BY MAURICE BARING

O star of dawn, descended from the spheres,
From space of gold and snow and flaming zone;
Princes there were enough among your peers
To live and love and die for you alone.

You were the Goddess of a guarded shrine,
I was the beggar lingering at the gate;
You left behind the pomp and solemn state,
You sought the Earth discrowned and twice divine.

Now you have laid aside your diadem,
And bound wild roses in your royal hair,
And I may kiss your shining garment's hem.

Truly my soul has scaled the rainbow stair;
The world lies glistening like a fiery gem,
And all the stars are singing in the air.

Sonnet

BY MAURICE BARING

I dare not pray to thee, for thou art won
Rarely by those by whom thou hast been wooed;
Thou comest unsolicited, unsued,
Like sudden splendors of the midnight sun.

Yet in my heart the hope doth still abide
That thou hast haply heard my unbreathed prayer;
That in the stifling moment of despair
I shall turn round and find thee by my side.

Like a sad pilgrim who has wandered far,
And hopes not any longer for the day,
But blinded by black thickets finds no way,

Comes to a rift of trees in that sad plight,
And suddenly sees the unending aisles of night
And in the emerald gloom the morning star.

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The Dying Reservist

BY MAURICE BARING

I shall not see the faces of my friends,
Nor hear the songs the rested reapers sing
After the labors of the harvesting,
In those dark nights before the summer ends;

Nor see the floods of spring, the melting snow,
Nor in the autumn twilight hear the stir
Of reedy marshes, when the wild ducks whir
And circle black against the afterglow.

My mother died; she shall not have to weep;
My wife will find another home; my child,
Too young, will never grieve or know; but I

Have found my brother, and contentedly
I'll lay my head upon his knees and sleep.
O brother Death,—I knew you when you smiled.

Vale

BY MAURICE BARING

I am forever haunted by one dread,
That I may suddenly be swept away,
Nor have the leave to see you, and to say
Good-by; then this is what I would have said:

I have loved summer, and the longest day;
The leaves of June, the slumberous film of heat,
The bees, the swallow, and the waving wheat,
The whistling of the mowers in the hay.

I have loved words which lift the soul with wings,
Words that are windows to eternal things.
I have loved souls that to themselves are true,

Who cannot stoop and know not how to fear,
Yet hold the talisman of pity's tear:
I have loved these because I have loved you.

Two effective stanzas (*Harper's Weekly*) by a young man on the loneliness of the old.

By the Fire

BY SHAEMAS O'SHEEL

I heard an old man say—
  They were talking, two old friends of youth
    who meet but seldom now,
By a quiet little fire at the close of day—
I heard an old man say,
  As the clouds fell on his brow,
    "Sure I dread to ask for the old friends,
  For the word is always now—
'Dead, these three years dead, dead this many a
    day!'
    All have gone to their ends,
All have passed away.

  White thin hairs to each brow,
And a chair in the corner each day,
And time to remember and pray,
    And one by one to our ends!"
I heard an old man say
    "Don't speak of the old friends,
They have passed away
These long years since, this many a day
  We are left lonely now
By the fire, to remember and pray!"

"Supersensible" was first published in *The Independent*. We are indebted to *Current Literature*, where we found and enjoyed it, and we want to share the enjoyment of this splendid conception with others:

Supersensible

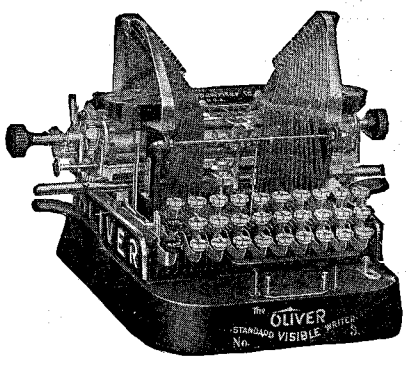
BY BISHOP HENRY W. WARREN

The harp is ever singing to itself
  In soft and soullike sounds we can not hear;
The stars of morning sing, and soundless words
  Make God's commands run swift from sphere to
    sphere.

Each flower is always sending incense up
  As if in act of holy worshiping,
Till fragrant earth is one great altar, like
  To heaven where saints their prayer-filled
    censers swing.

The stars send out a thousand rays, writ full
  Of mysteries we can not read nor see,
Of histories so long and going forth,
  So vast, the volumes fill infinity.

Save $50 by Selling to Yourself



No. 3 Olivers Standard Visible Writers At $50 if Sold Direct

We have undertaken to buy—to get the minimum price—1,000 Oliver Typewriters (Model No. 3) per month. On this enormous transaction we are able to quote the lowest price ever offered on Olivers in perfect condition.

We have selected for our purpose the No. 3 model, because of its utter simplicity. Another model is necessary for foreign languages. Another is better for intricate billing. But for 99 in each 100 users the simple, everlasting, efficient No. 3 is the expert's choice. It is the model we use ourselves. It was the No. 3 model which won for the Oliver its world-wide prestige, against all competition.

Our order calls for machines equal to the best machines of this model. They are sold under standard warrant. They are guaranteed to be flawless, not damaged or shop-worn, not inferior in any way.

Sent on 5 Days' Trial No Deposit

Our economy comes in enormous buying, and in getting rid of agents and salesmen. We send the machine on five days' trial, without any deposit, and let it sell itself. If you don't want it, return it at our expense. If you find it the best machine on the market, send us $5 per month for ten months.

At this price you get every perfection, every device which ever went out with this model. You get all the extras—metal case, baseboard, ribbon, tools, instruction book, etc. Tens of thousands of people have paid to agents $100 for the Oliver No. 3.

Oliver Points

Over 350,000 Olivers have been sold to date. They are used by 183 railroads. They are used by the largest mail order concerns, two of whom use over 1,000 each. Its simple efficiency, lightness and durability have made it the choice of those who know typewriters best.

Writing always in sight.
Writes in colors without changing ribbon.
Has Universal keyboard.
The type is beautiful, and nothing can mar it.
It is the lightest of all the standard machines. It has the lightest action and the fewest parts.
It has the patented U-shaped type bar, insuring perfect alignment.
It is easily learned because it is simple. Instruction book with each machine.
One can write on ruled lines with it. One can draw lines with it.
Makes 20 carbons at one writing if desired.
Does any practical thing which any typewriter can do.
Lasts a lifetime.
Nothing to wear out.

Sold on Credit

Send us this coupon and we will send a machine on 5 days' trial without any deposit. We send it just as others send agents. To accept it involves no obligation whatever.

If you don't want it return it, and we'll pay the express. If you do want it, send $5, then $5 monthly until $50 is paid. If you are not rated by the mercantile agencies please send a couple of references.

Fill out the coupon—a pencil will do—and mail it before you forget it. Then decide for yourself.

Typewriters Distributing Syndicate
159 C Q N State Street, Chicago

Trial Order Coupon

Typewriters Distributing Syndicate
159 C Q N State Street, Chicago

Ship me an Oliver Typewriter, Model No. 3, on approval, F. O. B. Chicago. If entirely satisfactory, I agree to remit $5 within five days after receiving machine, then $5 each month thereafter until full purchase price of $50 is paid. Otherwise I will return the typewriter to you at your expense. It is understood that title will remain in you until full purchase price is paid.

Name.....

Address.....

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References.....

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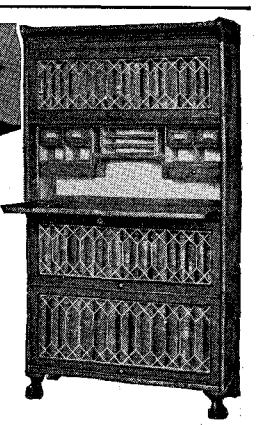
GUNN SECTIONAL BOOK CASES



You will save money by putting these bookcases in your home.

The handsome designs, the rich finish, the removable non-binding doors, the absence of disfiguring iron bands make them far better than the old-fashioned kind.

Our prices are lower than others

and high quality is guaranteed. Write for our artistic catalogue B with colored illustrations showing Sanitary Clawfoot, Mission and Standard Styles.

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Our readers are asked to mention THE LITERARY DIGEST when writing to advertisers.

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It is rather easy to keep them all looking fine when they are finished with Old English Floor Wax, because wax finish doesn't scratch, nor mar, nor get sticky and dingy—therefore they keep like new for a long time. Old English has more of the hard (expensive) imported wax. That hard wax also makes it outwear other finishes and gives that soft, rich, subdued lustre which has made Old English wax finish famous.

Old English Floor Wax

is economical—it spreads much farther than the ordinary soft wax—a 50-cent can will do a large room.

Send for Free Sample and Our Book "Beautiful Floors, Their Finish and Care." Tells all about

Finishing New Floors **Finishing Old Floors** **Hardwood Floors** **Pine Floors** **Cleaning and Polishing**
Care of Waxed Floors **Finishing Furniture**
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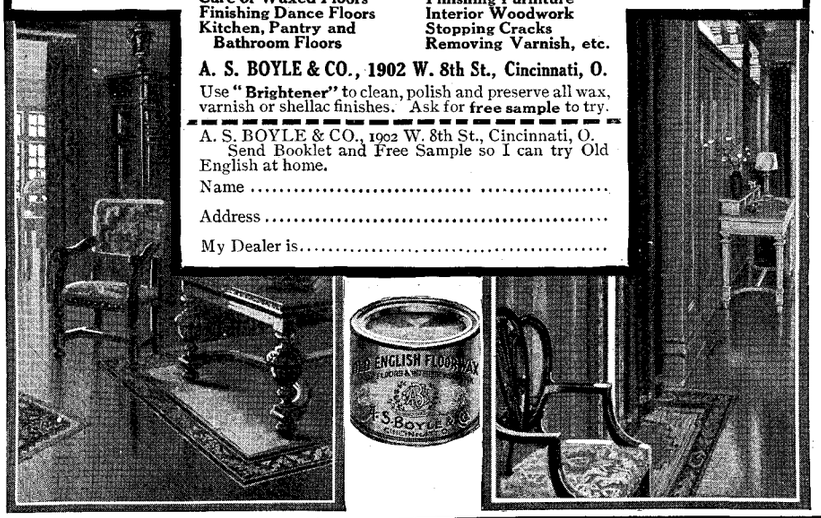

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Use "**Brightener**" to clean, polish and preserve all wax, varnish or shellac finishes. Ask for **free sample** to try.

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Send Booklet and Free Sample so I can try Old English at home.
Name .....
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Does Your Granite Dish or Hot Water Bag Leak?
Don't Throw it Away
MENDETS
A PATENT PATCH
Mend all leaks instantly in graniteware, hot water bags, tin, copper, cooking utensils, etc. No heat, solder, cement or rivet. Any one can use them. Fit any surface. Smooth. Sample box, 10c. Complete box, assrd. sizes, 25c, postpaid. Wonderful opportunity for live agents. Write today. **Collette Mfg. Co., Box 151 Amsterdam, N.Y.**

4% to 6% ON YOUR SAVINGS
We deal solely in highest grade **Municipal Bonds**, the safest high rate investment.
Write today for our select list.
ULEN & CO., Bankers
First National Bank Building, Chicago

Now For A Winter Of Real Content

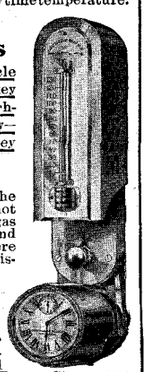
You will be comfortable, healthy and happy in a uniformly heated home if you have

The "MINNEAPOLIS" HEAT REGULATOR
With Time Attachment

You can determine exactly the degree of warmth you want during the day, indicate at bed time the temperature for the night and secure automatically at the getting up hour a resumption of the daytime temperature.

LATEST MODEL CLOCK IMPROVEMENTS

The clock swings in a complete circle to any position for winding with key—also instantly and entirely detachable—all windings with same key—receiving socket for holding key when not in use.



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Direct From the Sea to Your Table
Would you like to go down to the shore as the boats come in and pick out, for to-morrow's breakfast, some nice, plump mackerel, still dripping with salt water? That is what we do for you, and we pack
Crown Sea Foods
so they reach your table tender and juicy, retaining all their sea goodness.
Salt Mackerel, Cod Fish, Lobsters, dozens of other sea delicacies shipped direct to your home so you can serve on your table a day or so after leaving the water. We pay express charges, and you remit if satisfactory. Let us send you "Ocean Delicacies." It tells how to prepare many dainty dishes.
CROWN PACKING CO.
Dock No. 6 Gloucester, Mass.
Established 23 Years

Celestial presences have walked with man,
Alluring him to Nebo's lofty height;
Transfigured forms in tender light, too oft
Invisible to our low range of sight.

O Source Divine of things so fine and high,
Touch all thy children's souls with power to see
That vibrant earth and air and boundless sky
Still throb with immanent divinity.

This pictured field of barley is reminiscent of the "host of daffydils" that brought such delight to Wordsworth. We take the poem from *McClure's*.

Barley

BY LOUISE IMOGEN GUINEY

Up in the barley a wind began:
Over their levels of gold it ran,
Plunged into them,
And furrowed through them
Foamy channels the height of a man.

Deep in their dark it dipt and shined,
And spake like a vision to all the blind;
Eye not knowing
The law of the flowing,
Real as water flowed the wind.

I was a child, and it seemed to me
A hilltop river set rolling free:
As it was ever
The way of a river,
Somewhere a well-head—somewhere a sea!

Through flexile banks the unbodied stream
Poured its life and mine in a dream.
Currents nameless,
Measureless, tameless,
Clave me, too, with rustle and gleam.

If I come back to the fields to-day
With storm in a time-worn heart, I pray
The sun to sift it,
The wind to lift it,
The barley floods to wash it away;

For here would I lie on the long-loved ground,
Seeing one sight and hearing one sound,
No strife to wake me,
No doom o'ertake me,
In that sweet harvest happily drowned

Quaint lines fashioned after an eighth century Irish poem, which is recorded by Professor Kune Meyer in his "Ancient Irish Poetry." We are indebted to *The London Spectator*.

The Monk and his White Cat

BY ALFRED PERCEVAL GRAVES

Pangur, my white cat, and I,
Silent ply our special crafts;
Hunting mice his one pursuit,
Mine to shoot keen spirit shafts.

Rest I love, all Fame beyond,
In the bond of some rare book;
Yet white Pangur from his play
Casts, my way, no jealous look.

Thus alone within one cell
Safe we dwell—not dull the tale—
Since his ever-favorite sport
Each to court will never fail.

Now a mouse to swell his spoils
In his toils he spears with skill;
Now a meaning deeply thought
I have caught with startled thrill.

Now his green full-shining gaze
Darts his rays against the wall;
Now my feebler glances mark
Through the dark bright knowledge fall.

Leaping up with joyful pur,
In mouse fur his sharp claw sticks;
Problems difficult and dear
With my spear I, too, transfix.

Crossing not each other's will,
Diverse still, yet still allied,
Following each his own lone ends,
Constant friends we here abide.

Pangur, master of his art,
Plays his part in pranksome youth;
While in age sedate I clear
Shadows from the sphere of Truth.

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PERSONAL GLIMPSES

TOO MUCH JOHNSON

WILLIAM E. JOHNSON, the world-famed Prohibitionist, who, during the past five years, has proved himself a veritable terror to sellers of whisky to the redmen, has been forced to offer his resignation. This we read in *The American Advance*, a prominent prohibition journal, which promises to lay the whole matter before the people and to let no iota of the truth escape. But we also have it direct from Johnson himself who says, in a statement to the press, that he is laying down his commission as Chief Special Officer in the United States Indian Service, because, having obtained no less than 3,300 convictions in his brief career as servant to the people, to some people these convictions are, at least, 3,300 reasons why he should now quit. He writes:

A political ring has been formed in the Interior Department which resents anything like aggressive effort in suppressing the liquor traffic among Indians. This cabal is led by Assistant Indian Commissioner F. H. Abbott, a professional politician from Nebraska, and Assistant Secretary of the Interior Samuel Adams, a corporation lawyer from Chicago. During the past few months those two men have done everything in their power to hamper, undermine, and prevent the success of our efforts in catching reservation bootleggers. I refused to be chloroformed, but these men finally got me so bottled up that I could do but little except to mark time and draw my salary. I saw no other way to maintain my self-respect except to resign.

The immediate cause of my resignation was the New Mexican complications. During the past ten years, the Pueblo Indians of northern New Mexico have been systematically plundered of their pasturage, and robbed of their lands, in a way that would put Boss Tweed to shame. This system of robbery is now being carried on with the knowledge and under the protection of the Indian Administration in New Mexico. The Indian Office is fully informed of the rascality, but the dead hand of policies palsies any move to protect the Indians.

This systematic robbery worked very well as long as the Indians were kept in subjection by drunkenness and debauchery. But two years ago the Santa Clara Indians, through the efforts of this service, became abstainers almost to a man. They not only did this, but they went about securing evidence to prosecute saloon-keepers for selling to other Indians. Many of these

THE ONE BEST GIFT

Bride, maid or matron—any woman will warmly welcome a Piedmont Southern Red Cedar Wardrobe Couch. A luxurious lounge and roomy cedar chest. All prices. Finest upholstering and wide choice of materials. Many sizes and styles. Perfect protection against moths, mice, dust and damp. Send for free booklet, "The Story of Red Cedar," and big catalog showing full line of couches, chiffonrobes and chests. Shipped DIRECT FROM FACTORY AT FACTORY PRICES ON 15 DAYS' FREE TRIAL. All freight charges prepaid by us. Write us today.

PIEDMONT RED CEDAR CHEST CO., Dept. 63, Statesville, N. C.

Never Wears Out

Any Member of the Family

above fifteen or sixteen years of age can crank a Corbin Car and handle it easily and safely.

YOU DO not want a complicated machine that requires a mechanical engineer to run it. You want a car that you can depend upon, don't you?

"But," you say, "how am I to determine which is the best car for me to buy?"

Perhaps that is a question you are asking right now.

Why not use the same common sense judgment in buying an automobile that you would in purchasing a watch? A ten dollar watch may look just as good as a hundred dollar watch. Quality is not always apparent to the eye. The difference is under the surface. Your guarantee tha it is actually there is the reputation of the manufacturer.

Don't let low prices blind you to the quality. Do not be caught by bargain offers. Remember the best is the cheapest in the end.

The reason for the great popularity of the Corbin Car is because of ample power to master any kind of roads—because it is easy to handle and gives no trouble—because it is just a bit better than the severest service demands—which surely justifies continuous satisfaction to Corbin owners.

Get a car that is specially built for hard usage and every-day service—that has

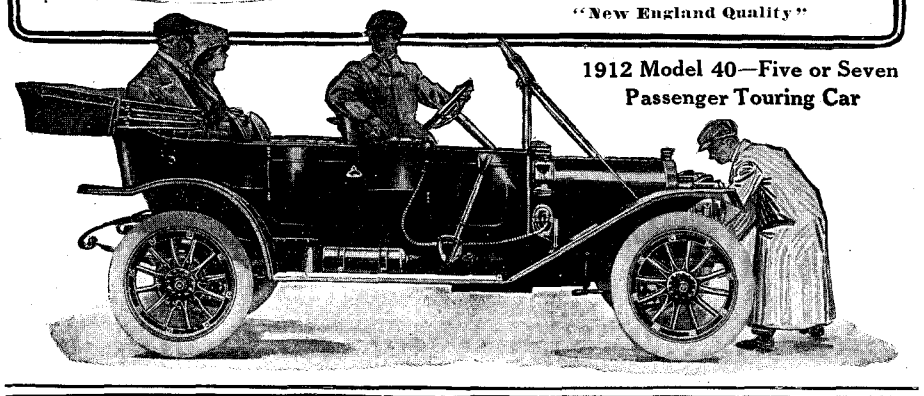
Abundance of Power, Simplest Mechanism, Ease of Handling, Low Cost of Maintenance, Strong, Durable Construction

Such a car is the 1912 Model 40, Corbin Touring Car, $3,000, which also includes, please remember, all equipment including Imported Magneto, Top with full set of Curtains, Adjustable Rain Vision Wind Shield, Warner Speedometer, Prest-O-Lite Gas Tank, Headlights, Combination Oil and Electric Dash and Tail Lamps, Storage Battery, Firestone Q. D. Demountable Rims, Tire Holders, Trunk Rack and full kit of tools, etc.

If you have put off buying because you feared "expense of maintenance" or the "real practical value," be sure and write us today for our beautifully illustrated catalogue, giving you the facts on all phases of the question of buying an automobile, also the name of the nearest dealer so that you may see and test the Corbin Car. Then you be the judge.

CORBIN MOTOR VEHICLE CORP'N .·. NEW BRITAIN, CONN.

"New England Quality"



1912 Model 40—Five or Seven Passenger Touring Car

How To Buy Where To Buy Oriental Rugs

Years of experience are necessary to enable you to know true Oriental Rug Values; to avoid being deceived in quality or to be overcharged in price.

Unlike ordinary dealers who seek your patronage my object is not so much to *sell* you a rug as to *suit* you with the *proper rug*, no matter what dealer carries it. At my disposal are all the best collections of rugs in New York and abroad. From these I am able to select suitable rugs with discrimination and knowledge of fabrics and values. Write and tell me size, light and color of your rooms. After receiving my answer you are likely to know more about what you are buying, purchase a better specimen and at a more reasonable price. Suitable rugs sent on approval.

Read These Typical Letters from Some of My Patrons:

JAMES BRONSON REYNOLDS, Esq., Special Adviser to ex-President Roosevelt, at present Assistant District Attorney, writes:—". . . . Mrs. Reynolds and I are both extremely pleased with the rug. We obtained it through you at a much more moderate price than we should have paid otherwise, and had a far wider range of selection in a short space of time by availing ourselves of your services. I shall want your help if we do anything further in that line."

JAMES B. CLEWS, Esq., Henry Clews & Co., Bankers, writes:—". . . . From my dealings with you, I am convinced that you strive not only to please your customers, but that your many years' experience in the rug line enables you to give valuable and intelligent advice, which most householders are badly in need of when looking for rugs."

W. R. WOODFORD, Esq., Vice-Pres. of Pittsburgh Coal Company, writes:—". . . . In this connection I want to say that the eight or ten Oriental Rugs that we have purchased of you several years ago are still giving us much pleasure and satisfaction—so that you may rest assured that when we want additional ones we shall give you the first opportunity of furnishing them."

☞For Collectors and Connoisseurs I have a rare selection of Antiques secured during my trip to the Orient this summer.

H. MICHAELYAN, Dealer & Expert
907 Broadway, New York

FREE INFORMATION COUPON
H. Michaelyan, 907 Broadway, New York
Dear Sir:—Please let me know about how much an Oriental Rug for my {Parlor, Living Room, Dining Room, Hall} should cost me, size about..... x .....General Color.....
Name.....
Address .....

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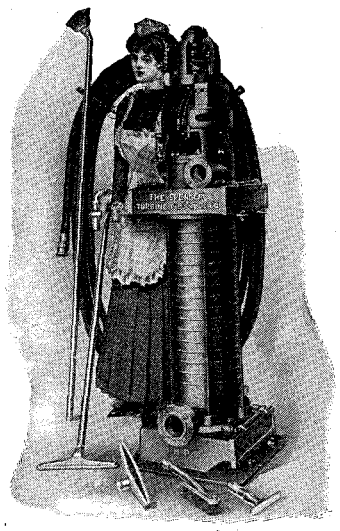
This Machine Makes Cleanliness a Habit



THIS perfected vacuum cleaner offers you the most efficient system—always in order and ready to clean your house in any part at any time. You don't have to waste time and strength hauling a cumbersome machine from room to room if you install the Spencer Turbine Vacuum Cleaner.

It is built into your house like the plumbing or heating system—and is just as important. It adds just as much to its valuation, too.

The Spencer Turbine is an electrically driven air pump for basement installation—with pipes running to every floor and every room.

By means of a hose and cleaning tool, it sucks up dirt, dust and germs—deposits the trash into receiving pans in the basement and exhausts the foul, germ-laden air into chimney or sewer. A maid servant can operate it, as it needs no attention except an occasional oiling.

It also exhausts two or three times the volume of air of the old-fashioned piston and rotary pump outfits, which makes it especially effective for cleaning thick carpets, upholstery, bare floors and uneven surfaces.

The Spencer Turbine Vacuum Cleaner is made in various sizes from one-half to thirty-horsepower.

It handles the biggest sweeping problems more economically than they can be handled in any other way. Hundreds of installations in homes, factories, offices and public buildings, prove it the perfected vacuum cleaning system.

Write for list of installations and Free Catalog answering all your questions.

THE SPENCER-TURBINE CLEANER CO.
619 Capitol Avenue Hartford, Conn.

The SPENCER
TURBINE CLEANER

Hill's "Hustler" Ash Sifter

Saves the coal you now waste. Sifts ashes quickly and easily—no work, no dust. Ashes sift into barrel, unburnt coal rolls into scuttle. Fits iron can or ordinary barrel. Lasts a lifetime. Pays for itself many times over. Sold by hardware dealers everywhere.

Write today for descriptive Folder No. 5 which tells all about this great help to household economy

HILL-Dryer Co., 205 Park Avenue, Worcester, Mass.

Indians became my personal deputies. They secured indictments and convictions against most of the saloon-keepers of Santa Fé.

Then came the trouble. Indian Superintendent C. J. Crandall was the "president" of a corporation of politicians and sports who owned and ran the Capital Pharmacy, a speak-easy drug-store in Santa Fé. The Indian deputies secured evidence galore and tried to secure the indictment of their superintendent's "store" for selling whisky illegally. But they failed in the attempt. The foreman of the grand jury was a partner with Superintendent Crandall in the speak-easy.

Next, Assistant Commissioner Abbott compelled me to dismiss from the Service the two deputies who had been mainly instrumental in securing the improved conditions at Santa Clara, but who had spoken irreverently of the Indian Superintendent's speak-easy at Santa Fé.

Superintendent Crandall then notified the rough, drunken Indians that myself and my official force had no authority and that they should disregard anything that we said. This advice from the Superintendent inspired four drunken Indians to make a deadly assault on one of my Indian deputies, Juan Cruz, at Chamita, on the night of February 4. Cruz, in order to save his life, fired at random into the darkness, the shot unfortunately killing his principal assailant, José Dolores Garcia. Cruz was arrested and held without bail charged with murder in the first degree.

Assistant Commissioner Abbott then telegraphed me positive orders to take no steps toward the defense of Juan Cruz. As a matter of humanity, I appealed to Crandall to aid in the defense. He would do nothing. I then appealed to F. S. Wilson, Attorney for the Pueblo Indians, paid a salary by the Government for his services, but who is a member of Crandall's gang. He refused to aid unless he got an extra fee. The W. C. T. U. of Santa Fé then took the matter up, and made a public appeal for funds with which to employ counsel to defend the Indian. This created such a scandal that Commissioner Valentine, six weeks later, revoked Abbott's inhuman order to let Cruz hang, and wired me to do all in my power to protect the boy. The next move was on the part of the Indian Service cabal to compel me to allow Cruz to plead guilty to murder in the second degree and go to the penitentiary. I refused and with the assistance of J. H. Christ of Santa Fé, the able attorney employed by the W. C. T. U., after a savage fight in court of a week, succeeded in securing the freedom of the boy and his discharge from custody.

And the precious outfit of political heelers who wanted to hang Cruz for his anti-liquor efforts employed special counsel to assist in the prosecution.

And now, after I have secured the liberty of the boy, this same Assistant Commissioner Abbott and Assistant Secretary Adams are trying to find a way to disallow my accounts for expenses in the trial and compel me to pay the bills for witnesses' expenses, traveling items, etc., amounting to about twelve hundred dollars.

But the vengeance of this booze cabal has not even stopt there. They have quartered upon the lands of the Santa Clara Pueblo nearly a thousand head of cattle belonging to Mexican cattlemen and political heelers, breaking down the Indians'

The Florsheim SHOE

LOOK FOR NAME IN STRAP

"The man who cares" should investigate the Florsheim styles for Fall, "Natural Shape" lasts and Florsheim service.

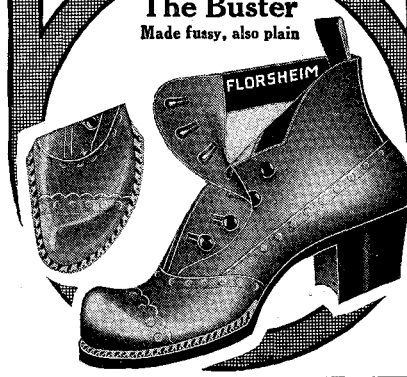
Ask your dealer or send amount to cover cost and express charges and we will have our nearest dealer fill your order.

Most Styles $5.00 and $6.00

Write for our *free* booklet "The Florsheim Way of Foot-Fitting," showing styles that are *different*.

The Florsheim Shoe Company
Chicago U. S. A.

The Buster
Made fussy, also plain



No!!!

The bristles aren't supposed to come off the brush—it's the powder.

If the brush is fortunate and has really flexible bristles, tooth-brushing becomes almost a recreation. Our brushes are the lucky kind. The bristles come from Russia. They've taken up permanent lodgings in the Brisco-Kleanwell so they *don't come out.*

Brisco-Kleanwell
Toothbrush

Sold by accommodating shops
Alfred H. Smith Co.
42 W. 33d St., New York

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fences, destroying their crops, and eating up their pasturage. Superintendent Crandall has four men up on the Santa Clara Indian lands to protect the cattle trespassers and prevent the Indians from acquiring their rights.

It would seem that this would touch the bottom of desire for vengeance upon these Indians for irreverence to the Indian Superintendent's speak-easy, but it does not.

Some time ago, Superintendent Crandall proposed officially, as a matter of "punishment" for those Indians, a scheme to plunder them of their executive-order reservation. The plan was to take this land away from the Santa Clara Indians, amounting to about thirty thousand acres, add a few barren and worthless hills to it, and distribute the entire area among all of the Tehuas Indians, of which the Santa Clara Pueblo was a small part. Assistant Commissioner Abbott is now working through the Department this gigantic steal, but he is crafty enough to say nothing about "punishing" the Indians. He calls it a plan to "benefit" the Indians by "getting more land." It is a scheme tantamount to robbing the Irish of their domain and giving it to the Scotch in order to "benefit" the people of the United Kingdom by "giving them more land."

The American Advance prints a characteristic story of Johnson which it received from its Hardin, Montana, correspondent, just prior to the passing of Johnson—alias "Pussyfoot"—for that is his name out there. The Hardin story reads as follows:

This little city is laughing over an encounter that Henry Coger, a local saloonkeeper, had last week with Chief Officer Johnson of the United States Indian Service.

This city is located on a deeded townsite nearly, but not wholly, surrounded by the Crow Indian Reservation. Three years ago the place had eight saloons, but Johnson tormented the life out of four of them, and they quit business.

The saloons here have always been addicted to the vice of selling liquor to Indians, but three years ago Johnson began making trouble in mysterious ways. In that time he has sent three liquor men to the penitentiary from here for terms ranging from one year to eighteen months each. He has also sent half a dozen to jail for terms of from two to nine months, and collected thousands of dollars in fines. In all this time Johnson has never showed his face in the city that any one here knows of. He was the "Unseen" Demon, a veritable "Old Man of the Sea" to the saloonkeepers.

Recently, the Evil One sprang a new scheme that no one here understands. It appears that he found some wrinkle by which he expects to prove that the Hardin townsite is still "Indian country," and hopes to thus wipe out the remaining saloons thereby. Last week he suddenly appeared in town accompanied by Assistant United States Attorney S. C. Ford, and hurried straight for the saloon of Henry Coger, introduced himself and seized a case of whisky, which he immediately exprest to the United States Marshal at Helena.

"Are you the man they call Pussyfoot?"

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In November the Government begins selling at auction, in tracts of 10 to 640 acres, the last of unallotted Choctaw-Chickasaw Indian lands in Oklahoma; appraised at $1 to $13 per acre; terms 25% cash, 25% in one year, 50% in two years. The marvelous fertility of this state is demonstrated by raising everything from winter wheat to cotton, and as a stock and fruit country is unrivaled. Timber, natural gas, oil, coal, asphalt, zinc and lead resources are unlimited.

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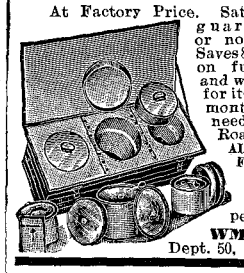

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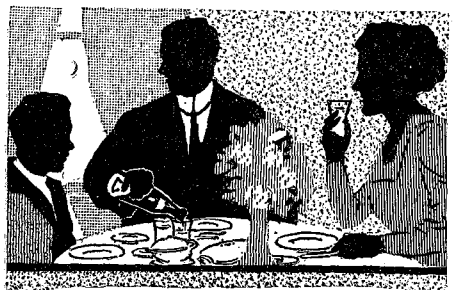

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If you are so situated that you cannot obtain Londonderry readily, write to us and we will see that you are supplied. Sparkling (effervescent) in three table sizes. Still (plain) in half-gallon bottles.

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asked Coger in a hoarse whisper, turning pale with fright.

"I guess so," replied the officer with an uncanny grin.

The vision of the numerous saloon-keepers of the town who had been sent to the penitentiary and to jail so haunted Coger that an hour later he closed and locked his saloon and placed a sign on the door with the word CLOSED thereon in letters six inches high, and has since been frantically trying to sell his property to the highest bidder.

After closing his saloon, Coger hurried to United States Commissioner Miller in great perturbation. "Great God! What shall I do?" he said. "Pussyfoot came into my saloon and seized some whisky. He was as high as the ceiling and eighteen feet wide. I am going to get out of this Hell and return to Twin Falls, Ida., which has just voted wet."

It is interesting to find a fine tribute to Johnson in *Mida's Criterion*, the organ of the wholesale liquor and wine interests. It says:

His entire career has been spectacular, and from being a man of few words and energetic deeds he obtained the name of "Pussyfoot," for coming on his victims with a spring like a cat on a mouse. He was perfectly fearless in the execution of what he deemed his duty, and in his protection of the Indian race from illegal sale of alcohol he was really doing a service to the legitimate liquor interests, as the violation of the Federal Law in this respect brings public odium on the liquor business as a whole.

THE MAN WHO BEAT RECIPROCITY

ALL the laurels before and after the Canadian election, in this country at least, have been handed over to Mr. Laurier, who met defeat with such a noble mien. Reciprocity was wanted, and badly too, so badly that those opposing it were bitterly criticized in the United States. Mr. Kipling was among those maligned, and many editorial writers, overlooking the great journalist's Canadian tour of some years ago, asked and wondered what he, of all men, could possibly know of things Canadian. But Mr. Borden, the new Premier, was of course the center of attack. Americans just could not see his point of view, and it is for this reason that we print the following commentary from the Canadian correspondent of the London *Daily Mail*. He begins with the statement that to make a great man two things are needed—character and opportunity—and that both of these Mr. Borden has. But, we read:

For ten years Robert Laird Borden has led the Conservative Opposition in Canada. For nine years he was a disappointment. Suddenly in the tenth year of his leadership there swept a change over him. A great question came up for decision. The moment had arrived which puts men to the test. All the qualities which had been

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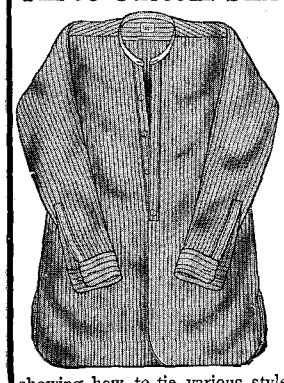

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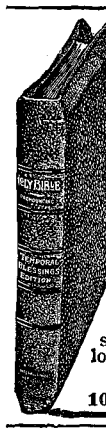

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lying hid in Mr. Borden came instantly to light.

Hitherto he has never had anything that stirred him profoundly to fight about. The differences between Conservatives and Liberals were scarcely perceptible. Now the line of cleavage is deep and decisive. The Conservative Leader felt the danger that threatened in every fiber of his being. He flung himself into the struggle with a new light in his eye, new stiffness of determination. He fought, and he has won. He has killed Reciprocity. But he ought to be grateful to the men who proposed it. For it is Reciprocity that has made him great.

The strong conviction was there all the time, waiting for the spark. The bed-rock element in Mr. Borden's nature is love of country, love of British institutions and ideals. His usually level tones ring like a trumpet when he speaks of himself as "a descendant of men who never lived under any but the British flag." The Empire is to him a splendid possibility. He can see it rising, young and confident, a bond of free peoples united by ties of trading and defense, carrying on into the New Age the best traditions of the old.

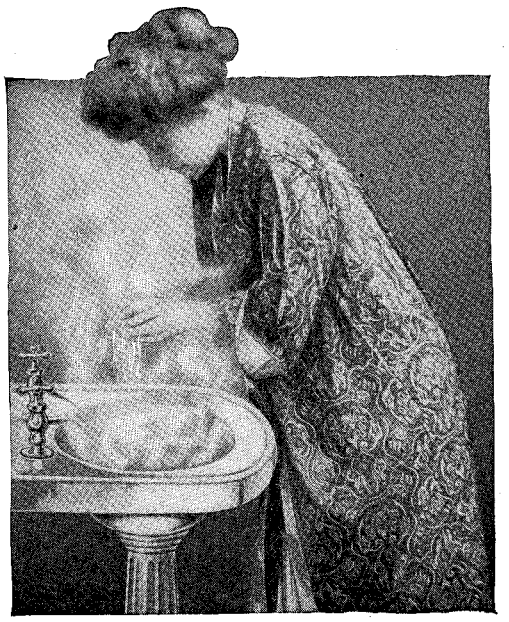
Never until it was proposed to draw away from that ideal and to create closer ties with the United States had this element in Mr. Borden's nature been called into play on the political field. The moment the proposal was launched he flung down his challenge against it. There was no hesitation, no "trimming," no ear to the ground to find out "what the country wanted." He knew his own mind and he spoke it out. Further, he declared all through that the mass of his fellow countrymen felt with him.

"Reciprocity within the Empire rather than with foreign countries is the aspiration of the Canadian people," he said last winter; and he added that its early accomplishment was "not only desirable but even essential to the future of the Empire." That was the key-note of his campaign. He sounded it even more vigorously in the Prairie provinces, where free wheat across the United States border was most popular, than in the East, which had everything to lose and nothing to gain. And his courage had its natural effect. His Western audiences liked him and respected him for it; a lot of them must have voted for him too.

Long as it has taken for the choice which fell on him ten years ago to be justified, the wheel is come full circle. Long as he had to wait for the opportunity that should prove his greatness, there can be no question of his leadership now. Twice since he has had it he has almost thrown it up. In 1904, his own province turned against him. He lost his seat for Halifax, and all his candidates in Nova Scotia were beaten. Without undue resentment it was natural that Mr. Borden should have wished to resign. The party protested, however, and he stayed on. Again, not long ago, he offered to yield his position when the criticisms of French Canadian Conservatives passed what he considered the fair mark. But again the party rose and implored him to stay.

Not that they saw in him a heaven-born leader. On the contrary, they deplored his lack of personal magnetism. That his ability was solid, his integrity beyond question, his industry untiring, every one

Can You Get Hot Water When You Want It?



Can you get hot water at the turn of the faucet when there are no fires in the house—without waiting, or without lighting any heating device?

Can you always get hot water though there has been an unusual call upon the supply by other members of the family?

Can you get all the hot water you want the first thing in the morning or late at night? If not, you are missing one of the modern conveniences easily available in every home.

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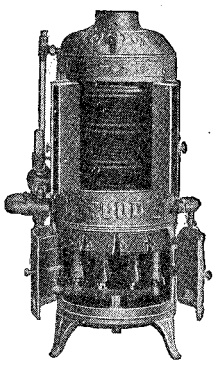

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When the water gets too hot, the temperature regulator turns down the gas. When the coils start to cool, the temperature regulator automatically turns on the gas again.
This is a great saving, for no more gas is burned than sufficient to heat the water used. The water is heated to an even temperature as long as it runs, and when you turn off the faucet the pressure valve shuts off the gas and the Ruud stops work.

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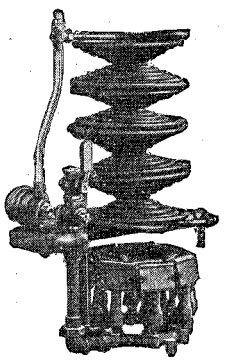

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admitted. But industry, integrity, ability, make little appeal to the mass of people, who respond only to the stimulus of enthusiasm, to the thrill of a temperament aroused. Such response was accorded very seldom to Mr. Borden. But then the party had no one to take his place. They persuaded him to stay on, therefore, and speedily they were rewarded for their loyalty. The call came that did arouse his fighting spirit, and he has swept the Liberal domination away.

It must not be supposed, tho, that he has, even in this campaign, developed into a great orator. He will never be that. His mind is too fair, too argumentative, too legal. He had won distinction at the bar before he entered politics, and he entered reluctantly. For he is a type of the older-fashioned Canadian. His tastes are scholarly. In his library at Pinehurst, looking over an arm of Halifax Harbor, he will talk about poetry with the taste and enthusiasm of a keen literary critic. He will talk cricket, too, and play it sometimes with a straight bat still in spite of his fifty-seven years. His tall figure is upright and active. His hair is whitened, but his strong features and deep-set eyes are those of a man in full vigor.

Mr. Borden traveled nearly 200 miles a day for nearly three weeks, often making eleven speeches a day, moving from "stand to stand" and conferring with political leaders of every sort. Canada is a big place, and one might think Mr. Borden would have grown very tired on occasions; but no—and the reason we read is that:

He has a devoted wife who insists on looking after him and doing everything possible to take off the strain of overwork. In his home he is always cheery, always content. He will take his visitor for a round of golf or a day's fishing and thoroughly enjoy himself, talking much in his oddly dispassionate, fair-minded way. He would have been happier as a judge than a statesman, so far as his personal liking goes.

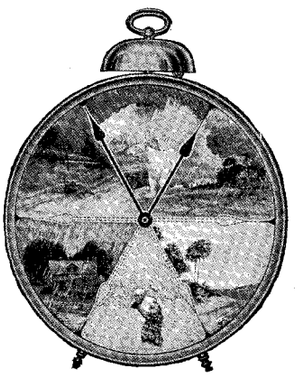
He sacrificed, too, what would have been a very large income by giving up his fine practise at the bar. It is true he has for some years received a salary as Leader of the Opposition—a curious arrangement which he did not much like himself. But this, with his M.P.'s pay, comes to less than £2,000 a year, and he might be making, as a K.C., several times as much. Like Sir Starr Jameson, he remained leader of his party from a sense of duty, against many of his tastes and interests, because there was no one else.

OPEN-AIR CURE FOR PRISONERS

GOVERNOR JOHN F. SHAFROTH of Colorado is winning no little fame throughout the West with a novel plan of prison reform. There it is more highly thought of than is that of Governor Foss of Massachusetts, who, by a wholesale process of pardon, is gaining some little praise much mixt with friendly criticism. At a religious meeting in New York City recently the Colorado Governor explained his views as follows:

Ten years ago when I entered office I thought something ought to be done to

Stop hourly heating changes



Steady extreme cold or heat is not so trying to comfort or health as is the *uneven* warmth and draftiness of the average home. A reliable, uniform temperature, no matter what the sudden weather changes, is now a simple matter of heat regulation by our new automatic device,

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This heat controller (about the size of a clock) is placed on the wall of any convenient room; a small steel cable connects it to the draft and check dampers of your boiler or furnace. You set the dial hand of the Regitherm at 70°, or at any other degree at which you desire to hold the temperature of the house. The Regitherm keeps the temperature steadily so until you move the hand to some other degree—(during sleeping hours, illness, while the family is away, etc.).

The Ideal Sylphon Regitherm brings about sure, uniform warmth, stops much fuel waste, protects the health, saves running up and down cellar stairs. Needs no attention after once put in—lasts as long as the house.

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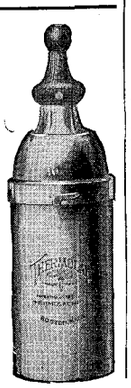
Ask your doctor.



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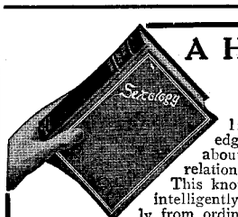

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improve the condition of prisoners. So we framed a law which only took up three lines in the statute books and yet it revolutionized prison life. It was that any man who should work outside the walls of the prison on the streets could have a commutation of ten days' sentence for every thirty he worked.

We take the prisoners to every part of the State without guards, or balls, or shackles. We have only two superintendents and they carry no weapons. We have a tent camp of six or eight tents and there is no guard except a trusty who patrols at night. And there have been no escapes at night. Yet in all not more than twenty men have escaped and only two have failed to return. The warden selects the men who are to go on these parties and he picks them out for their good conduct and then makes them swear that they will make no attempt to escape.

I've regarded putting prisoners behind bars and then letting them come out emaciated and unable to do any work as a crime. But I find that these men do better work than even paid labor. The warden does not reward men who will not work. When a man comes out of our penitentiary his muscles are like steel. He is able to earn his living.

You must take convicts' minds off the crimes they have committed and you can't do this better than by work. It also gives the prisoners a sense of knowing that there is a system of reward even in jail and they can readily be persuaded that there are rewards to be had in the world outside. The future of the men is our object.

There should be a limit in pardons and I had this law passed to prevent the indiscriminate use of them. Nine-tenths of the men picked out for pardons are those with political pulls or influential friends, and the poor man who has neither money nor friends is often passed by, for the Governor and the pardoning board can not pass on a case unless it is presented to them. I felt that this law would limit pardons except in unusual circumstances. If everybody was pardoned, lynch law would prevail. "Let's hang the man, for he'll be pardoned!" is the strongest argument a mob-leader can use, and it's worse for a community to have one lynching than to have twenty murders. There hasn't been a lynching in my State for ten years.

We give the product of our convicts' labor to the counties where they are set to work. We do not hire them out to contractors. We have 400 prisoners out in different parts of the State and when they are discharged they will be better men.

Governor Shafroth, it was, we are reminded by the New York *Sun*, who in 1904 refused to retain his seat in Congress, because convinced that his election had been attended by fraud.

A Fish Story.—MOTHER—"Johnny, you said you'd been to Sunday-school."

JOHNNY (with a far-away look)—"Yes, mamma."

MOTHER—"How does it happen that your hands smell of fish!"

JOHNNY—"I carried home the Sunday-school paper, an' the outside page is all about Jonah and the whale."—*Baltimore and Richmond Christian Advocate.*

She's sure to have a good time if you take along a box of

Belle Mead Sweets

Chocolates and Bon Bons

She knows that by selecting Belle Mead Sweets you pay her the compliment of giving her the candy that's famous for its purity—the choice of the exclusive taste. Just the best of chocolate, cream and sugar with centers of nuts, fruits and cream. No artificial coloring matter, no glucose in the centers.

Made in the cleanest candy kitchen in the world.

Packed in dainty sealed boxes that keep them fresh and delicate.

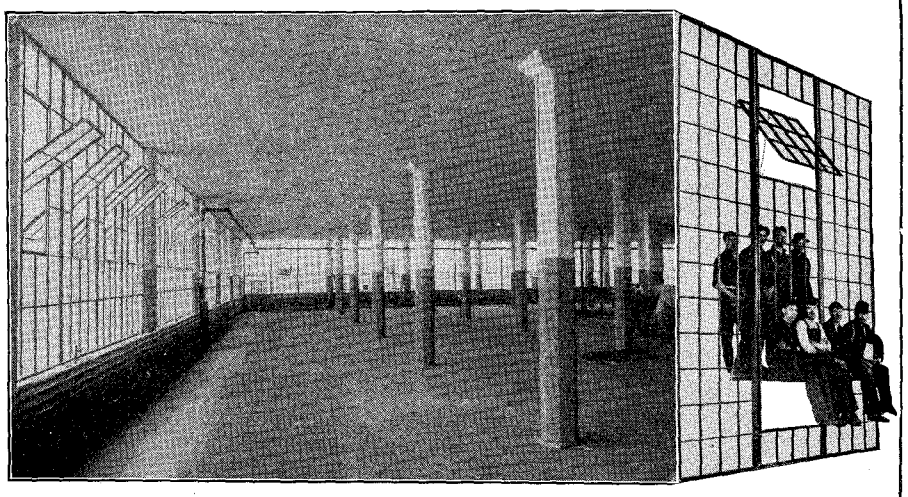
80c., $1.00, $1.25, $1.50, $2.00, $2.50

At the Better Drug Stores

Belle Mead Sweets

85 West End Ave., Trenton, N. J.

Daylight interior of the American Electric Heater Co., Detroit, Michigan, made possible by the use of United Steel Sash in conjunction with Kahn System Flat Ceiling Reinforced Concrete Construction.



More Daylight in the Factory Increases the Production of Employees

United Steel Window Sash make daylight factories possible. Note the interior of this factory. Every corner is well lighted—every employee has good light all day. Good light means more work and better work.

United Steel Sash are fireproof, permanent—will not burn, rot or wear out—assuring economy in maintenance.

KAHN SYSTEM Building Products

United Steel SASH

KAHN SYSTEM Building Products

are exceptionally rigid and strong. No cutting or punching to weaken joints. Wide and large ventilators with double circular contact joints to shut out drafts and dampness. Glazing by improved methods with special labor saving spring clips. United Steel Sash is the best in Steel Sash—likewise very economical.

FREE—Write for catalog, containing full sized details, tables of dimensions, illustrations, etc.

TRUSSED CONCRETE STEEL CO.

736 Trussed Concrete Building **DETROIT, MICHIGAN**

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"It feels so good and wears so well"

Velvetrib is *great* underwear to live in.

It has a pleasant, free feeling—though it fits like a glove.

It gives luxurious warmth—yet is as agreeable to the skin as the softest, silkiest gauze.

Velvetrib
Oneita Knit Underwear

It is knit of the finest Egyptian yarn in two closely interwoven layers and is alike on both sides. Thus, without coarseness of yarn or bulkiness of fabric, strength, warmth and elasticity are obtained.

Velvetrib is remarkably durable. By actual test, *Velvetrib* shows 80 to 100% more tensile strength than other underwears of equal weight. That means double service.

***Velvetrib* is Guaranteed!**

against irritation of the skin, shrinking, ripping, tearing, bagging—or money back.

MEN'S Separate Garments, $1 Union Suits $2
BOYS' Separate Garments, 50c Union Suits $1

Velvetrib Union Suits are Perfection in Fit and Comfort.

If your dealer doesn't sell *Velvetrib*, send us his name. We'll mail you booklet and sample of fabric and see that you are supplied.

ONEITA KNITTING MILLS

Makers of Famous Oneita Union Suits and other Oneita Knit Underwear.

Mill No. 60 Utica, N. Y.

AGENTS WANTED EVERYWHERE

To sell our new Automatic Stropper. Puts a perfect edge on any razor, or any safety razor. Absolutely guaranteed. A boon to every man who shaves. Every call a sale; every sale a good profit. Write to-day for territory. Become a general or a local agent. No experience necessary. Canvassers, Salesmen, Clerks, Artisans, Students are making big money, and so can you. Clean-cut hustlers are doing wonders. A golden opportunity.

Write to-day and reserve your territory.

S. K. KANNER,
556 Broadway, New York

THE SPICE OF LIFE

His Act.—HISTORY TEACHER—"What was the Sherman Act?"

BRIGHT PUPIL—"Marching through Georgia."—*Pathfinder.*

Done and Undone.—GROCER—"Did that watermelon I sold you do for the whole family?"

CUSTOMER—"Very nearly. The doctor is calling yet."—*Toledo Blade.*

A Peeper.—WIFE—"Our new maid has sharp ears."

HUB—"I notice that the doors are all scratched up around the keyholes."—*Boston Transcript.*

When Art Failed.—"And so your young wife serves you as a model. How flattering! She must be immensely pleased."

"Well, she was at first; but when we had a spat and I painted her as the goddess of war, she went home to mother."—*Fliegende Blaetter.*

Why Delay?—A small tailor in the Twin Cities has a head for advertising. In front of his store stands an oil-barrel with the head knocked in. The barrel is bright green and on it in red letters is painted: "Stand in my barrel while I press your suit for fifty cents."—*Zenith.*

More than Serious.—EULALIA (elderly heiress)—"Do you think the Baron regards me seriously?"

ROSA—"Seriously? Why, my dear, every time I mention you he looks positively sad."—*Fliegende Blaetter.*

Sure of His Ground.—Among the coffee-drinkers a high place must be given to Bismarck. He liked coffee unadulterated. While with the Prussian Army in France he one day entered a country inn and asked the host if he had any chicory in the house. He had. Bismarck said—"Well, bring it to me; all you have." The man obeyed and handed Bismarck a canister full of chicory. "Are you sure this is all you have?" demanded the Chancellor. "Yes, my lord, every grain." "Then," said Bismarck, keeping the canister by him, "go now and make me a pot of coffee."—*Belfast (Ireland) News.*

Common Kind.—"What has become of that man who used to say he was a servant of the people?"

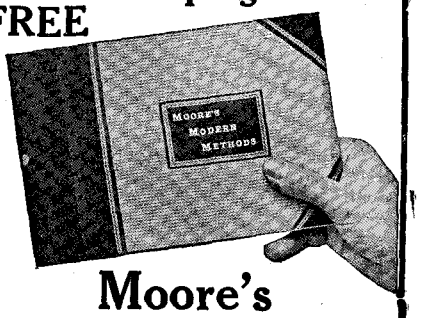
"The people had to let him go," replied Farmer Corntossel. "He got to be one of these hired men who stand around talkin' when they ought to be at work."—*Washington Star.*

Precise.—The proof-reader on a small Middle-Western daily was a woman of great precision and extreme propriety. One day a reporter succeeded in getting into type an item about "Willie Brown, the boy who was burned in the West End by a live wire."

On the following day the reporter found on his desk a frigid note asking, "Which is the west end of a boy?"

It took only an instant to reply—"The end the son sets on, of course."—*Ladies' Home Journal.*

Book on Loose Leaf Record keeping FREE



Moore's Modern Methods

Contains 160 pages of information and instruction. 40 different forms illustrated and their use explained.

This book shows how our Loose Leaf Methods are adapted to your business and how you can

save time and money in your office

Write for it on your Business Stationery

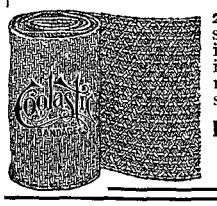
John C. Moore Corporation

Office and Factories
699 Stone Street Rochester, N. Y.
Agencies in all cities and towns

A Cool, Ventilated Elastic Bandage

Easily washed. Made by a new process. Porous weave with covered rubber. Far more comfortable and outlasts three of the old kind. Best thing yet for varicose veins, weak and swollen joints.

Coolastic Bandage



2½ in. wide, 5-yds. stretched. Mailed in germ-proof, sanitary package direct from maker, postpaid for 50c stamps or coin.

Boston Gore & Web Mfg. Co.
52 Lincoln Street, Boston, Mass.

AGENTS! BIG PROFITS

Sell Brandt's Newly Patented **Automatic Razor Stropper.** The only invention that puts a perfect edge on any razor in 20 seconds. Works automatically. For **OLD** style razors or **SAFETY** Blades. Makes one blade last a year. Any one can use it. Guaranteed for life.

Sharpens and Keeps Sharp Any Razor in the World, OLD Style or SAFETY.

Harry Bartow sold 40 stroppers in 18 hrs. 15 min. You can do as well. No selling experience needed. It sells itself. Every man wants one. Be the first in your locality. Write for prices, terms and territory. Be quick.

D. BRANDT CUTLERY CO., 84 West Broadway, New York

5% - 6% - 7%

Surplus funds in large or small amounts can be invested in the securities furnished by this bank, these including Municipal and Coupon Bonds yielding from 5% to 7%.

Address Bond Department "B."

THE ISLAND CITY NATIONAL BANK of KEY WEST FLORIDA
CAPITAL $100,000.00

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Wherever quality gathers—

White Rock

"The World's Best Table Water"

In NEW Sterilized Bottles Only

FOR more than FIFTY years we have been lending money on ILLINOIS FARM MORTGAGES and have sold these securities to investors throughout the United States, not one of whom has ever lost a dollar in principal or interest, or has been compelled to foreclose a mortgage.

Write for Mortgage List No. 214

A. G. DANFORTH & CO., Bankers
FOUNDED A. D. 1858 **Washington, Illinois**

Shaving Without Soap Brush or Cup

With EUX-E-SIS

The Great English Demulcent Shaving Cream

EUX-E-SIS

Pronounced (UX-E-SIS)

Soothing to the Tenderest Skin.

Saves time—no soap, brush or cup needed—a tube of Eux-e-sis and a razor, that's all. This celebrated English shaving cream has for a third of a century been used by men of refinement and nice habit. It quickly softens the hardest beard so you can shave in half the time with twice the comfort. Leaves the skin smooth and free from irritation. It is a treasure to travelers. Ideal for use with the safety razor.

None genuine without the signature *Aimee Lloyd* in red ink on tube. Sold by best druggists.

45c a tube—extra large, 90c.
Send for explanatory booklet.

PARK & TILFORD, Fifth Ave., New York
Import Agents

Manufactured by Aimee Lloyd & Co., London, Eng.

The Main Thing.—THE SMALL BOY—"'Arf a pound o' yeller soap, please, and muvver says will you please wrap it up in a good love story."—*London Sketch.*

Expensive Way.—One way of taking the rest cure is to wait three hours every day in the anteroom of a fashionable physician.—*Kansas City Journal.*

You Can Use This.—"You told me this was really cut glass."

"So it was. Cut from $1.00 to 75 cents."—*New York American.*

The Dear Girls.—GERTIE—"I wish you to know that I don't stand on trifles."

HELEN (glancing at her feet)—"No, dear—I see you don't."—*Ohio State Journal.*

Ring Off, Wild Belles.—MAYBELLE—"See the beautiful engagement ring Jack gave me last night."

ESTELLE—"Gracious! Has that just got around to you?"—*Toledo Blade.*

Reason Enough.—"Why does the giraffe have such a long neck?" asks the teacher.

"Because its head is so far away from its body," hopefully answers the boy.—*Judge.*

On the Wing.—TOMMY—"Pop, what is it that the Bible says is here to-day and gone to-morrow?"

POP—"Probably the cook, my son."—*Philadelphia Record.*

Ins and Outs.—Never be in your place of business when a person wants to borrow money of you, because if you are in you will be out, but if you are out you will be in.—*London Answers.*

Spotted.—POETICAL LADY—"Is there anything on earth that you long for at times with a great yearning?"

MERE MAN—"Yes, there is. When I draw two cards to three aces there is one spot that I yearn for with all my——"

But the lady had left him.—*Toledo Blade.*

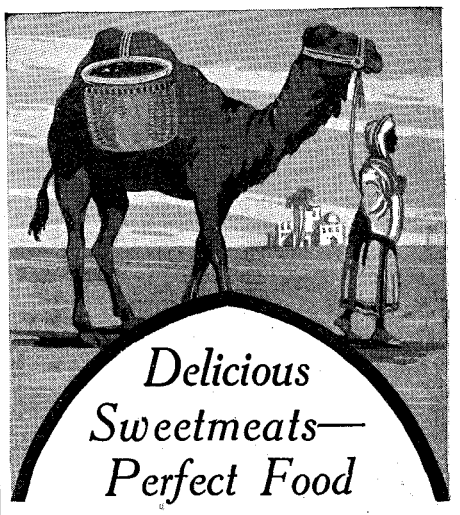
Willie's Education.—WILLIE—"Say, pa, you ought to see the men across the street raise a house on jacks."

PA (absently)—"Impossible, Willie. You can open on jacks, but a man is a fool to try to raise on them—er—I mean it must have been quite a sight."—*Puck.*

A Gentle Hint.—A miserable-sinner-looking clergyman sought advice of an experienced preacher, and was told, among other things, "If you are preaching of hell, your ordinary expression of countenance will do; but if you preach of heaven, I should try and look a little more cheerful."—*Christian Register.*

Butting In.—In a small South Carolina town that was "finished" before the war, two men were playing checkers in the back of a store. A traveling man who was making his first trip to the town was watching the game, and, not being acquainted with the business methods of the citizens, he called the attention of the owner of the store to some customers who had just entered the front door.

"Sh! Sh!" answered the storekeeper, making another move on the checker-board. "Keep perfectly quiet and they'll go out."—*Everybody's Magazine.*



Delicious Sweetmeats—Perfect Food

You have a treat awaiting you in your first taste of Dromedary Dates. They are as appetizing as the dates you used to eat as a six-year-old—and yet there is no indigestion in them. Their sweetness is in the form in which Nature intended we should eat sugar. And you should have Dromedary Dates on your table frequently. They are a staple food on which the Arabs have depended chiefly for thousands of years.

Dromedary

From the Garden of Eden

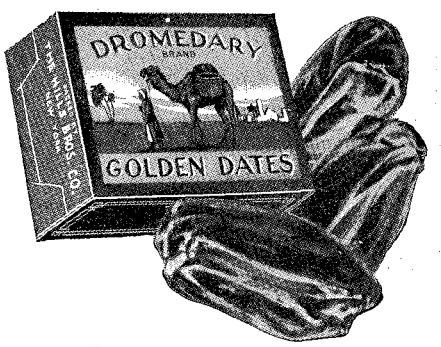
Dates

are selected and collected by our own employees at Bussorah, from the most famous date-gardens of the world. We take annually many million pounds, and the choicest are put up as Dromedary Dates. They are rich, golden, delicious. They are packed in oil paper and in dust-proof cartons—reaching you moist, plump, melting, as dates should be but seldom are. You should be able to get them at any good grocery or fruit store, where they are generally for sale, or *a special-sized sample package will be sent on receipt of 10 cents.*

Novel Cook Book Free

It has just been issued, and contains many suggestions and recipes for use of dates in new and wholesome dishes. In sending for it mention name of dealer from whom you usually buy dried fruits.

The Hills Bros. Company
Dept. J
Beach and Washington Streets, New York City



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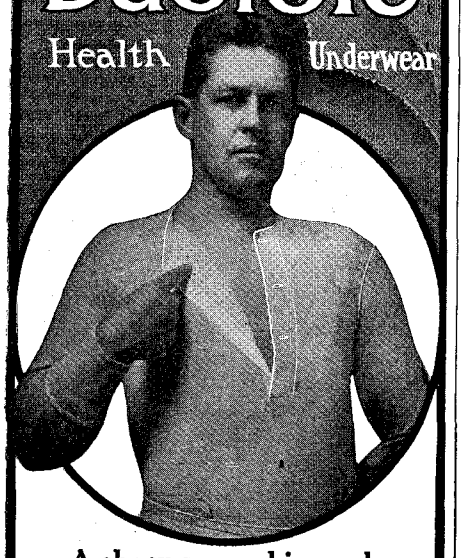
Duofold

Health Underwear



A sheep wears his wool on the outside. That's where it is in Duofold.

The inner fabric hasn't a thread of wool in it. Only fine cotton or silk touches you. The wool is in the outer fabric. Two light-weight fabrics in one, with air space between the wool and cotton and the two fabrics together weigh less than the ordinary thick one.

Could anything be more scientific and sensible?

Delightfully smooth on the skin; well-ventilated, keeping the body always at an even normal temperature.

Duofold gives the warmth of wool without the "itchy" sensation of wool against the skin; nor the sticky effect of a solid cotton garment. **Duofold** is always smooth, dry, light and perfectly ventilated.

Single garments and union suits in all weights and various styles for men, women and children. $1.00 and upwards.

Your dealer has them or will get them for you. Write us for Style Booklet.

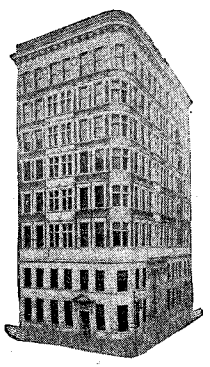
Duofold Health Underwear Company

Mohawk, N. Y.

DON'T BE BALD Don't be prematurely gray. Stop your hair falling. Use our cap a few minutes each day. It means perfect health for the hair, the only sure, scientific treatment. No drugs used. Endorsed by leading physicians. **30 days' free trial. Booklet free.**
HYGIENIC VACUUM CAP CO., 523L Sibley Bldg. Rochester, N. Y.

5% and 6% Investments

The real estate certificates which we are offering are secured by First Mortgages upon improved Farm properties. They are issued in denominations of $100 and multiples thereof. We offer these certificates at par and accrued interest.



We have invested over ***twenty million dollars*** for our clients in securities of this kind ***without a loss.***

It will pay you to write for our booklet L.

Commonwealth Trust Co.,
Capital, $2,000,000.00
ST. LOUIS, - - - MISSOURI.

FIFTY YEARS AGO

October 15.—A Union force near Potosi, Mo., is surrounded and captured by the Confederates and released on parole.

October 16.—A slight action occurs near Boliver Heights, Va.

A Union force surprizes the Confederate garrison at Lexington, Mo., and recaptures the place.

October 17.—A Union force routs a Confederate body near Fredericktown, Mo., but retires in apprehension of the approach of a larger force.

October 18.—There is a skirmish at Boliver Heights, Va.

October 19.—A slight encounter occurs in Carroll County, Mo.

October 21.—Twenty-one hundred Union troops cross the Potomac at Ball's Bluff, but are attacked by a large Confederate force and driven back into the river with a loss of 300 killed and wounded, and 500 taken.

A large Confederate force is defeated at Fredericktown, Mo., after a sharp engagement.

General Zollicoffer is repulsed by a Union force in Laurel County, Ky.

CURRENT EVENTS

Foreign

News of the War

September 29.—The first acts of war are reported between Italy and Turkey. A Turkish destroyer is reported sunk in the Adriatic. Admiral Aubrey is in command of the Italian fleet before Tripoli, with the Duke d'Abruzzi in command in the Adriatic.

September 30.—The bombardment of Tripoli by the Italian squadron is begun. Italian destroyers sink a Turkish torpedo boat in the Adriatic near Prevesa, and several shells are thrown into that city.

The French liner *Savoie* arrives at New York with four hundred Italian immigrants, who left their country in expectation of the war.

October 1.—Turkey issues an appeal to the Powers begging intervention. The Turkish town of Reschadie is shelled by two Italian warships. News of an Italian landing at Prevesa is officially denied.

October 2.—Germany offers her services as mediator, without result. The bombardment of Tripoli continues.

Mohammedan East Indians at Calcutta cable to London asking England's intervention.

October 3.—The Powers decline to mediate until Turkey shall have replied to the Italian ultimatum.

October 4.—The bombardment of Tripoli continues, but no landing of troops is made.

October 5.—Italian troops effect a landing and occupy the Sultanea fort in Tripoli. The bombardment of Benghazi and Derna, Tripolitan ports, is resumed. The Turkish fleet moves from the Dardanelles to the Bosporus.

Other Foreign Affairs

September 29.—Captain Englehardt, the pioneer German aviator, falls to his death at Johannesthal.

September 30.—The brother of the deposed Shah loses two hundred men in battle in Persia.

Billdavsky, a Russian astronomer, discovers a new comet in the constellation of Leo.

October 1.—Madero is elected President of Mexico.

The *Koenig Friedrich-August*, of the Hamburg-American line, goes ashore at Boulogne, France.

October 3.—Many are killed and wounded in an engagement between Royalists and Republicans in the streets of Oporto, Portugal.

Over a hundred fishing-vessels and other small craft are wrecked in a storm off the coast of Holland.

Domestic

September 30.—The dam of the Bayless Pulp and Paper Company bursts at Austin, Pa., with at least a hundred dead or missing.

Twenty thousand federated shopmen on the Harriman lines go out on strike.

October 2.—Rear-Admiral Winfield Scott Schley dies suddenly from apoplexy in New York.

October 3.—Peter C. Hains is pardoned by Governor Dix, of New York.

October 4.—Secretary Meyer announces that the Atlantic Fleet, of more than twenty battle-ships, will be mobilized in New York harbor on October 31, and reviewed by President Taft.

Secretary Wilson extends the powers of Dr. Wiley, curtailing those of Solicitor McCabe.

October 5.—President Taft speaks at Salt Lake City in behalf of the arbitration treaties.

We offer a seasoned general mortgage bond of a public service corporation at a price to net a liberal yield.

Particulars on application.

Ask for circular No. G644

Guaranty Trust Company of New York

28 Nassau Street

Capital and Surplus - - $23,000,000
Deposits - - - - - 163,000,000

THE FAMILY SHOE STRETCHER

Do not let your feet suffer from Corns, Bunions or tight shoes. Get The Family Shoe Stretcher and stretch the shoe at the spot where it pinches. When the pressure is removed the pain vanishes. Makes the shoe conform *exactly* to the shape of your foot. Lasts forever—insures comfortable shoes the rest of your life. And all this comfort costs is $2.00, all charges prepaid. State whether for men or women. Money back if not satisfactory. Write *today* for free booklet.
KOSTER'S LAST MFG. CO., Dept. B, Buffalo, N. Y.

OFFICE

FREE, a **bandless filing envelope.** No strings, bands, nor tapes. **Adjustable** and **Expansive.** Last forever—economical. Write today on your business stationery
THE SMEAD MFG. CO., Dept. N, Hastings, Minn.

DOCUMENT ENVELOPES

BONDS Accepted by the U. S. Government as security for

Postal Savings Bank Deposits

are the only class we offer. Instead of the 2% the Postal Banks pay these Bonds will yield from **4½% to 4¾%**

Write for FREE Circular.

New First Nat'l Bank, Dept. C-1 Columbus, O.

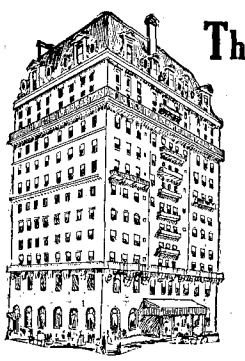
SPENCERIAN
STEEL PENS
IN EVERY STYLE FOR EVERY HANDWRITING

Sample card of 12 different pens and 2 good penholders sent for 10 cts.

SPENCERIAN PEN CO., 349 Broadway New York.

PHILADELPHIA

The St. James



Walnut and 13th Sts.

Ideally located in the center of business and social life.

335 Rooms—275 Baths

Rooms $2.00 per day up
Room and Bath, $2.50 per day up
Suites of 2 to 6 Rooms

Famous for its cuisine

Eugene G. Miller Mgr.

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

"W. M. C.," New York, N. Y.—"It seems difficult to determine whether the singular or the plural verb should be used in the following two sentences: 'If there *is* [*are*] more than one invoice, keep the first invoice and return all the others.'—'When one set of money bags *is* [*are*] in the cash register, the other set *is* [*are*] at the desk.' Kindly explain these constructions."

The selection of the nominatives in these sentences is the first step in determining whether the verbs should be singular or plural. These nominatives are "more" in the first sentences and "set" in the second, both of which are collective nouns. The point then to be considered is whether these nouns express unity or plurality. In the first sentence the several invoices referred to are considered individually and separately, not as a single group, and the verb "are" therefore agrees with the noun "more" in the plural sense and should be used. It will be seen in the second sentence, however, that the noun "set" refers to a collection or group of objects as a whole, and the singular form of the verb is then properly employed to reflect the idea of unity. This choice of singular or plural verbs in connection with collective nouns is governed more by the sense to be conveyed than by the application of hard and fast grammatical rules.

"F. C. C.," Flint, Tex.—"In the pronunciation of the word 'envelop,' can the opening vowel sound be that of *o* as in *on*?"

This pronunciation is sometimes heard and is due to a confusion between the English and the French ways of pronouncing the word. If the French pronunciation is desired, it should be retained throughout the entire word, thus: an'velop (a as in arm, French n, o as in no).

"F. H. G.," Tiffin, O.—"When the word 'church' is used to designate a denomination, but without being modified by a proper adjective, should it be capitalized or not, as in the sentence, 'The Evangelical Church is a *church* which . . .'?"

The capital letter is not required in this particular use of the word, as it has merely the general meaning of "a religious society or body."

Consider Your Trees As An Investment

A Banker would not think of permitting mildew to destroy a bond. He would not buy a railroad and trust it to run itself. Yet there are bankers with money invested in trees (for every tree is worth money) who do not have them properly attended to—who permit them to die of decay and disease without calling a competent tree surgeon to minister to their needs.

The Davey Tree Experts Will Protect Your Investment in Trees

These experts are trained under the direction of John Davey, "father of tree surgery." They operate scientifically. They understand tree life, know the needs of the trees, and are skilled in supplying those needs. The Davey men have treated and saved thousands of trees for business men who know that trees are too valuable to be neglected. A responsible business organization stands behind their work and guarantees its quality.

THE CORN EXCHANGE NAT. BANK of Chicago.

I have your letter making inquiry as to the results of treatment of trees at "Ballyatwood," Lake Forest, Illinois. I find the trees are all healing nicely, and there seems a healthy growth around the cavities you filled. Considering the fact that the trees were quite old ones, your treatment of them has proven all you claimed for it, and I am pleased with the work you did for me.

Very truly yours,

February 10, 1911. E. A. HAMILL, Chicago, Ill.

Why Not Have Your Trees Inspected This Fall by a Davey Expert?

By writing at once, you may be able to have one of our authorized representatives inspect your trees in the early future, and advise you as to their needs. It may be that they require treatment before cold weather sets in, in which case prompt action will save you money and worry. At any rate you should know whether they require attention, and this inspection will give you the facts without placing you under any obligation to employ us. Illustrated booklets on Tree Surgery which contain much useful information about trees sent upon application to owners of estates with fine trees.

THE DAVEY TREE EXPERT CO., INC., 1710 Larch St., Kent, Ohio
(Operating the Davey Institute of Tree Surgery)

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The most desirable, most suitable, and least expensive of all CORRECT GIFTS is a **dainty**

"LENOX" Combination Xmas Box

Sent to any address prepaid and insured for ONE DOLLAR

Contents of Box designed for *MEN*:
(1) 3 pairs 6 months guaranteed "Lenox" Hose, choice Black, Tan, Navy, Gray, - - - Value $1.00
(2) Beautiful "Lenox" All Silk Flowing-End "Four in Hand" Tie to match, - - - Value .50
(3) 1 pair of guaranteed quality Suspenders, Value .25
ALL FOR ONE DOLLAR. Total Value $1.75

Contents of Box designed for WOMEN:
(1) 3 pairs 6 months guaranteed "Lenox" Satin Finished Lisle Hose, Black or Tan, - - Value $1.00
(2) 3 *beautiful corner embroidered Pure Irish* Linen Handkerchiefs of superior quality, Value .75
ALL FOR ONE DOLLAR. Total Value $1.75

Don't forget to state the size and shades desired.
We refer to Dun's, Bradstreet's, or any bank in N. Y. City
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10 Colors to match **Price $1.75 the set, Post Paid**

All goods packed suitable for Holiday gifts. Satisfaction guaranteed or money refunded.

We manufacture and sell direct. Neckwear National Fan like cut, or "Lloyd George," reversible 1¾ in. wide, or "Polo" reversible style four-in-hand 1½ in. wide, all 48 in. long. All pure silk Barathea weave, they are almost wrinkleless, and scarf pin proof. Price 50c. each, Post Paid.

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Silk Socks, pure thread silk, double sole, toe, heel interwoven with fine lisle thread insuring long wear. Price 50c. pair, $3.00 half dozen, Post Paid. All to match in colors:—Navy, Garnet, Cadet, Copenhagen, Steel Grey, Purple, Helio, Dark Green, Black, White.

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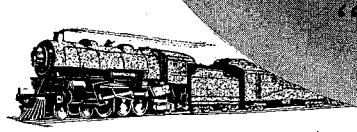

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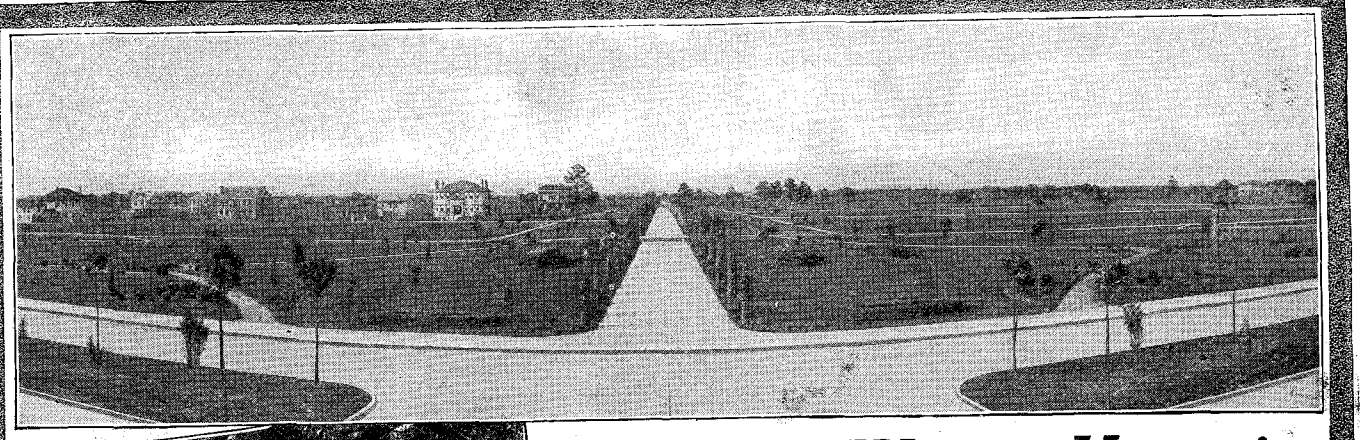

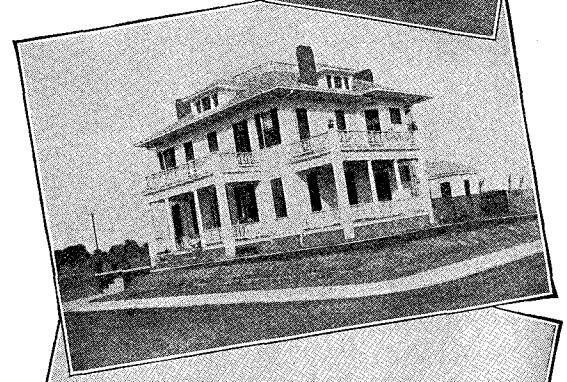

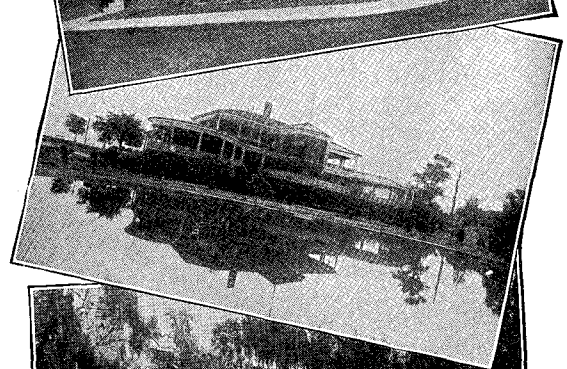

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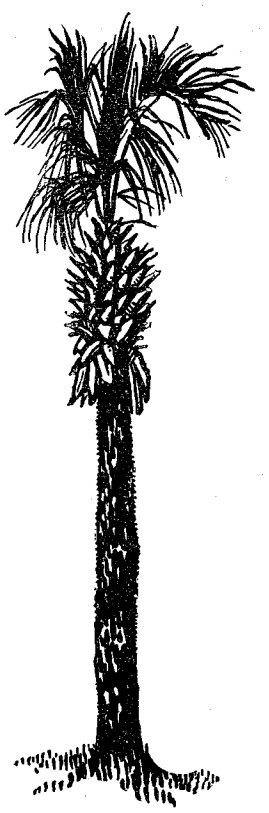
Only eighteen miles away are shore resorts that offer every kind of wholesome entertainment. Here sea foods are served as only Southern cooks can prepare them.



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